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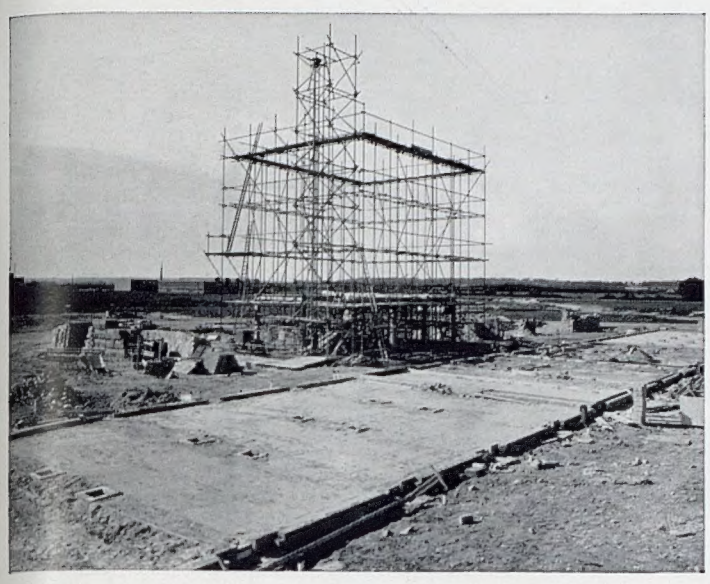

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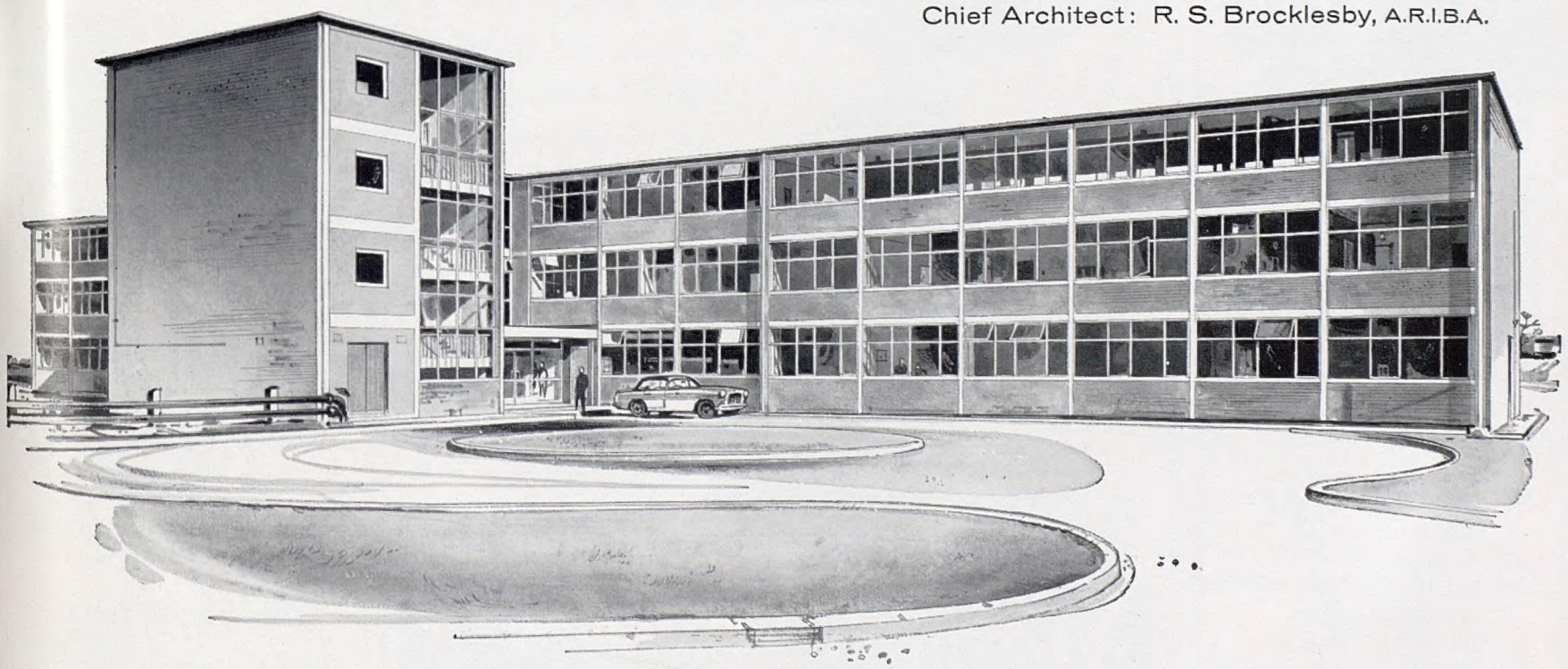

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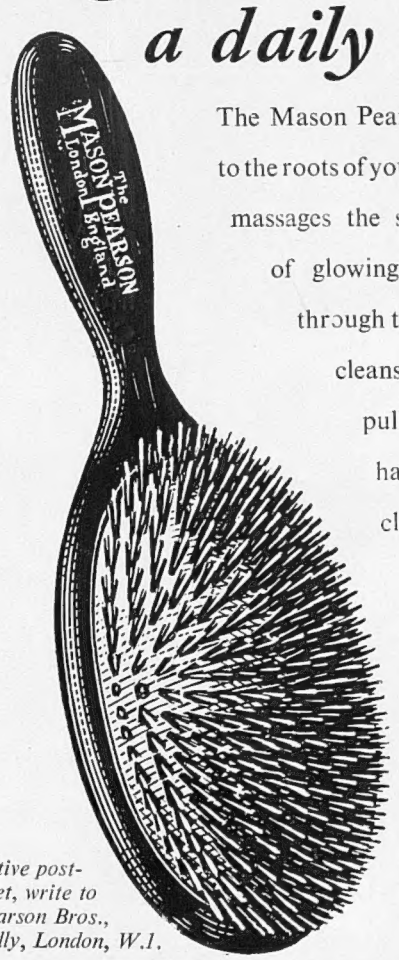

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(13/6)

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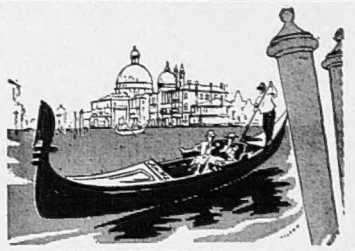

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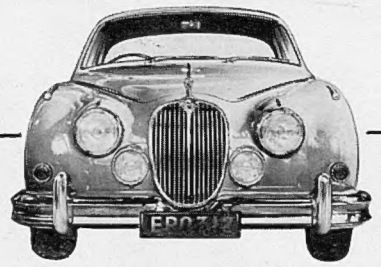

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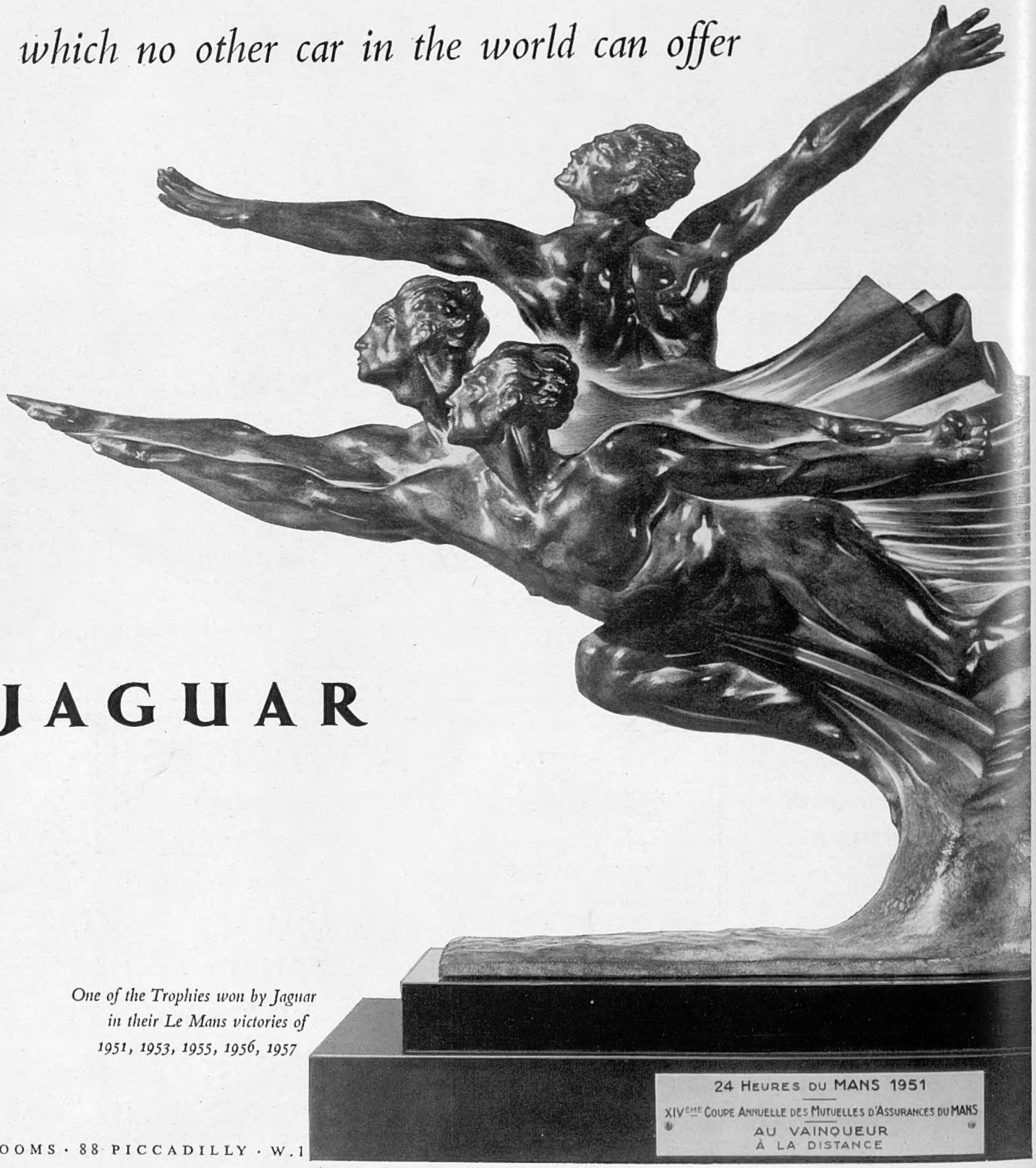

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Volume CCXL No. 3120

The SPHERE, London, March 19, 1960

The SPHERE

with which is incorporated THE GRAPHIC

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AN ANGLO-FRENCH WEEK-END—MR. MACMILLAN WITH PRESIDENT DE GAULLE AT RAMBOUILLET: Accompanied by Lady Macmillan, the Prime Minister flew last Saturday to France to spend the night with General de Gaulle at the Presidential château. In a completely informal atmosphere the two political leaders had a number of private talks. While Mr. Macmillan was at Rambouillet news was received from Moscow that Mr. Khrushchev was suffering from influenza and must postpone his visit to France.

Mr. Macmillan's friendship with General de Gaulle began during the war. So it was as an old friend that he accepted an invitation for an informal visit last week-end to the Presidential estate at Rambouillet. As they strolled through the forest last Sunday the two men discussed affairs affecting their countries. The conversations were reported to have been "very easy." Subjects under discussion were understood to have included disarmament, Germany, the European economic situation relating to the Six and the Seven, and Anglo-French relations. Mr. Macmillan was also able to give his host his views on Africa after his recent tour there. The British Prime Minister was to have been followed in France by Mr. Khrushchev, who was due to start a fortnight's extensive tour on Tuesday last (March 15). But during Mr. Macmillan's stay at Rambouillet it was announced that Mr. Khrushchev was ill and that his visit would have to be postponed for at least ten days. Bearing in mind that the Soviet Prime Minister had completed, little more than a week before, an exhaustive journey to the Far East, there seemed little doubt he was suffering from influenza. However, since there had been disagreement between Moscow and Paris about his programme, the postponement of the visit was by no means unfortunate.

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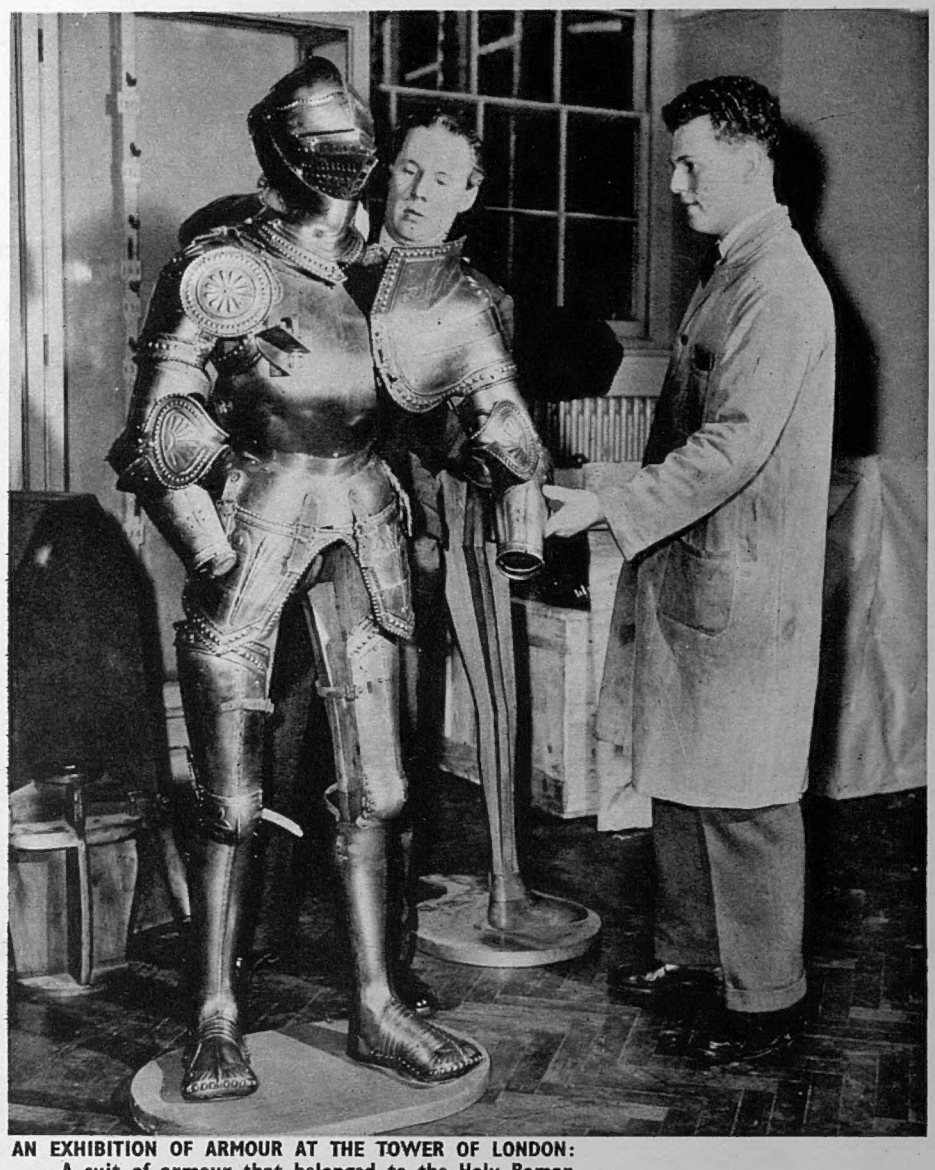


AN EXHIBITION OF ARMOUR AT THE TOWER OF LONDON: A suit of armour that belonged to the Holy Roman Emperor, Charles V, is reassembled after unpacking. Including some of the finest pieces in the world, the exhibition will be open from April 8 to the end of September. Charles V's suit was made by a German armourer, Colman, in about 1515, for Charles before he became Emperor and was Duke of Burgundy. The armour is known as the K.D. suit from the initials on it—K.D. standing for Karolus Dux.

ARMOUR ON SHOW: Part of a suit brought to England by Philip II of Spain at the time of his marriage to Queen Mary is unpacked. It is a German-made set of tilting armour, made in 1553, and incorporating extra pieces for additional protection during tilting. Arranged by Sir James Mann, Master of the Armouries at the Tower of London, the exhibition will consist of about sixty pieces, including a number from the Royal Armoury at the Royal Palace in Madrid. Some of the items have an English connection—for instance, the two suits brought by Philip of Spain to England 400 years ago and the armour which was presented by James I of England to Philip III of Spain.

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

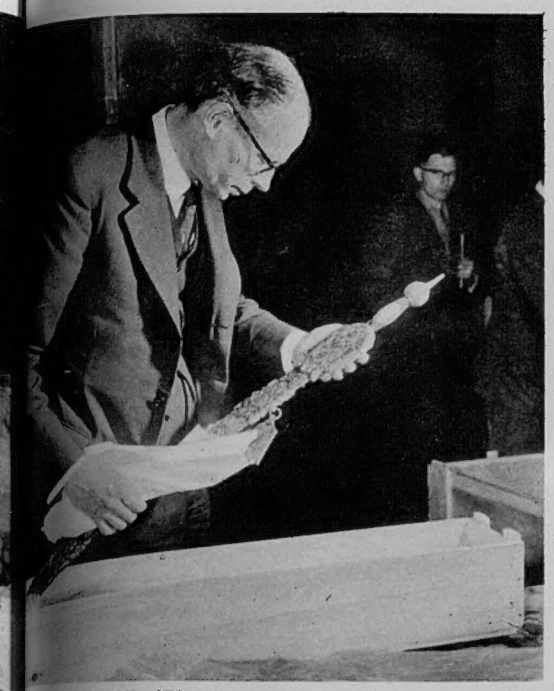
Clause Four—The conjuror shoves the rabbit into the top-hat or pulls it out by diverting our ocular attention with an exciting flow of words, and the quickness of his tongue deceives the eye. I have thoroughly enjoyed the art of the rival conjurors in their choice of phrases and formulæ to keep Clause Four of Labour's Charter in the hat without showing too much of him, or to pretend to pull him out while keeping his claws in the cylinder. Words, words! How we all make them work overtime! When clear decisions are impossible, formulæ come to their own, and if the words of the formula are sufficiently gobbledegook and unintelligible, someone will be satisfied, perhaps even the author, that a case has been made out. Votes or principles? Left or right? Integrity or compromise? If only the electorate didn't have it so good, how easy it would be to plump for principles and offer the unsugared pill as a cure of all our ills. But if the voters are going to have it as good for four more years, the bait must be quickly made more attractive and the rule of the road to a Labour victory must be "If you go right, you go right." On March 16, the conjurors will be on the platform and if they choose their phrases shrewdly, the top-hat will look outwardly fit for a Premier to wear, or like a very efficient rabbit-hutch. For my part, I expect that the bulletin will announce the happy closing of the ranks, the "forward together to victory" rally, and that means a top-hat which is capable of covering a future Premier's head, and cerebellum, too.

"... Married the Marquis"—My worst fears expressed last week about the columnists and Princess Margaret's engagement were quickly surpassed in a Sunday newspaper. "They" said that Mr. Armstrong-Jones will be made a marquis in order that Princess Margaret's children may be "somebodies." An earldom would not do, because then her younger sons would still be, informally, plain Misters. Suppose for a moment "they" are right. For some of us, our strong loyalty to the monarchical system would be shaken. Gone would be our faith in the democratic nature of our constitutional monarchy. Instead, we should be compelled to swallow that the continued creation of hereditary titles was indeed to bolster-up the monarchy; that the nobility is still regarded at Court, as in the early nineteenth century, as a separate order and a race apart; that the fountain of honour does not always regard achievement and merit as the sole criterion of honours; that a handsome face and an attractive presence is as good a reason for bestowing a high-grade peerage or a Garter as is a very long and distinguished public career; that that absurd and outworn title of Marquis, believed to have ended in 1936 with Lord Willingdon, is to be pulled out and dusted again. I refuse to believe that even the most shell-back Court upholder of Protocol would venture to outrage adult opinion by pressing for the "provision of a status" for Princess Margaret's children in such a way. If such a view prevailed, that "status" could be best secured by the conferring of a peerage in her own right on Princess Margaret. *Sursum corda*! Let us continue to confide in the proven good sense and realism of our Queen and her Consort, and believe from our hearts that this is one instance of the failure of sensational snoopers to be *first with the news*; a routine provision-by-any-means of one of its customary Sunday "sensations."

Abatement—Whatever the amendments, whatever the result, of Mr. Speir's Noise Abatement Bill, given its second reading and blessing, it is not likely to give this island peace from noise. As a fine gesture which records a minority's distaste for needless noises, it is to be commended as a step in the right direction. The Bill will give local authorities and authority generally such powers to deal with noise as they already possess for dealing with other nuisances, such as oil pollution, stinks and litter. Have those powers been effectively used? Take litter: to reach a verdict, take a walk on Hampstead Heath or in the New Forest at the end of an August Bank Holiday. Take oil pollution: visit Bognor Regis in summer. One cannot pronounce on the Noise Abatement Bill until it becomes law and until one can estimate the means of enforcement provided. There must be a definition of intolerable noise which can be recognised by authority and by the offender and by the victims. It must be a definition so generally accepted that witnesses will be as willing to come forward as in the case of drunken car-drivers. Where do we stand at present? *Mens rea* is still non-existent in a majority of the nation in such nuisances as litter and noise. A majority of litter fiends are "innocent parties" still. They have no idea that greasy cartons thick on the greensward offend sensitive local inhabitants. And half the fun of owning a motor-cycle is derived from its exhaust at its most vocal. The Bill, I think, does not touch aircraft noises. Perhaps the Wilson Committee will one day report on that aspect of noise. Nowadays so many Acts of Parliament are indications of public opinion rather than cures for national evils. They set out to "call spirits from the vasty deep"; but will they come when called? Most of the nuisances, which to-day a sensitive majority deplores, will only be abated when a majority has been made sensitive by education. That will take time. Perhaps we shall be quieter and tidier in A.D. 2000.

This Blessed Plot—We grumble a lot about our weather and the discomforts of life in our island. I am quite good at it myself. And, though a terrible disaster thousands of miles away does not shock us as much as an accident in our own street, yet when there occurs such mass destruction as lately resulted from an earthquake in Morocco or in a lesser degree from typhoons in Mauritius, we have a momentary and tardy sense of shame that we do not appreciate our blessings as we should, and that perhaps we ought to try to make those blessings even more real than they are. It is all wrong that we should compete with Nature in her most cruel mood, even though we cannot hope yet to kill or maim on our roads in a year as many as Nature can destroy in a minute. We are by no means the masters of our fate in Britain. Much of our discomfort is due to over-population and we usually complain that bad planning and inept legislation account for much more. But we could be more valuable allies of our Governments in striving to make Britain still safer, at least less dangerous on the roads; and disasters such as those in Morocco and Mauritius should induce us to acknowledge our blessings and try to preserve them. If appealed to, we generously respond with aid to the stricken in less fortunate lands. Let us remember to-day that we have it in our power to think of thousands on thousands of victims of our own selfishness, doomed to death or maiming in the years ahead in our own blessed plot, not from the convulsions of Nature, but from our own selfishness.

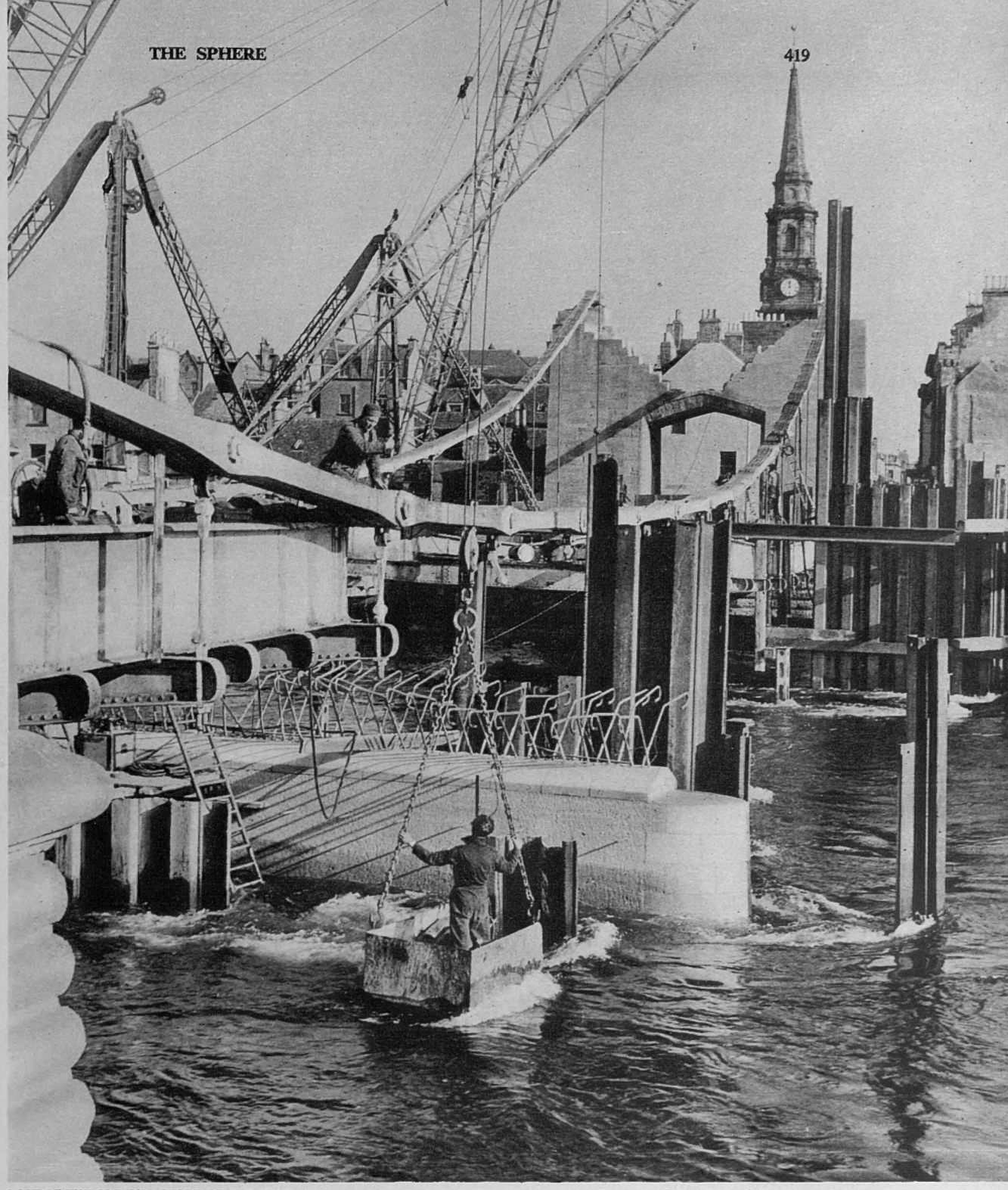
A Family Affair—Last week the Upper House indulged in one of their light-hearted debates: the dangers and the use of leisure. It was very much a jolly family affair. The opener, Lord Arran, who "moved for papers" (but not sensational Sunday papers), is a first cousin of Lord Salisbury, who is uncle of the Duke of Devonshire, and these three contributed the bulk of the wisecracks. Lord Arran took a gloomy view of the inevitable



E FINEST OF ITS ND IN THE WORLD: sword of the last orish king, Boabdil, handled by Mr. A. N. nnard, Assistant ister of the Armouries. ting from about 1480, e sword has silver-gilt d enamel decoration d is of the Hispano-uresque type. King abdil's capital was in nada and the sword y have been made there.

o right—

SPANISH SWORD: Kennard examines weapon owned by g Sancho of Castile. dates from the thir-nth century and was nd in 1948 in the g's tomb in Toledo thedral. Never before hibited, the sword is e in that it retains scabbard and belt.



LAST OF THE OLD AND START OF THE NEW: At Inverness, workmen are busy constructing one of the piers of the new reinforced concrete bridge, which is being built to replace the old suspension bridge across the Ness. The new bridge has three spans giving a total length of 245 ft. They are 62 ft. wide. The structure is due to be finished next year.

oming of four-hour working days and saw suicide as n escape from boredom reaching fearful heights among acant-minded millions who had gaped at TV screens ntil they could bear it no more. Lord Salisbury was ore cheerful. The cure lay in many more good books heaply produced in paper covers and then (once the ublic has been taught to read) the problem would work itself out." The Duke of Devonshire solved the roblem by asking for more roads on which motorists ould drive; for Britain to be criss-crossed with bridle cks for riders, and the hedgerows stocked with heasants for all who cared for shooting to kill. Whether e had consulted the farmers or estimated the remaining creage of "rural" England, I do not know. There are ore farmers than hedgerows around my home and if e farmers are shooting, the hedgerows are not. The oads are already dangerous enough, and when the once-illing millions are all shooting hedgerow pheasants, some f us will choose Lord Salisbury's remedy and read good, heap books in our cellars. As for bridle paths, already he walkers are up in arms. Lord Esher thought that ur grandmothers suffered more from boredom than we o. I agree that those gentle ladies had much time on heir hands, with plenty of servants to do all household hores. But my grandmothers were happier than his. never observed a trace of boredom in either of them. he fire-screens and bedspreads they embroidered, the oollen shawls they knitted for poor old women patronage"), the commonplace books they filled, the orms of prayers they beautifully wrote out for randchildren, all bear witness to an employment of sure far less futile than TV from dawn to midnight. he right use of leisure is to be perpetually busy, and ho can say for certain what work is important and hat trivial ?

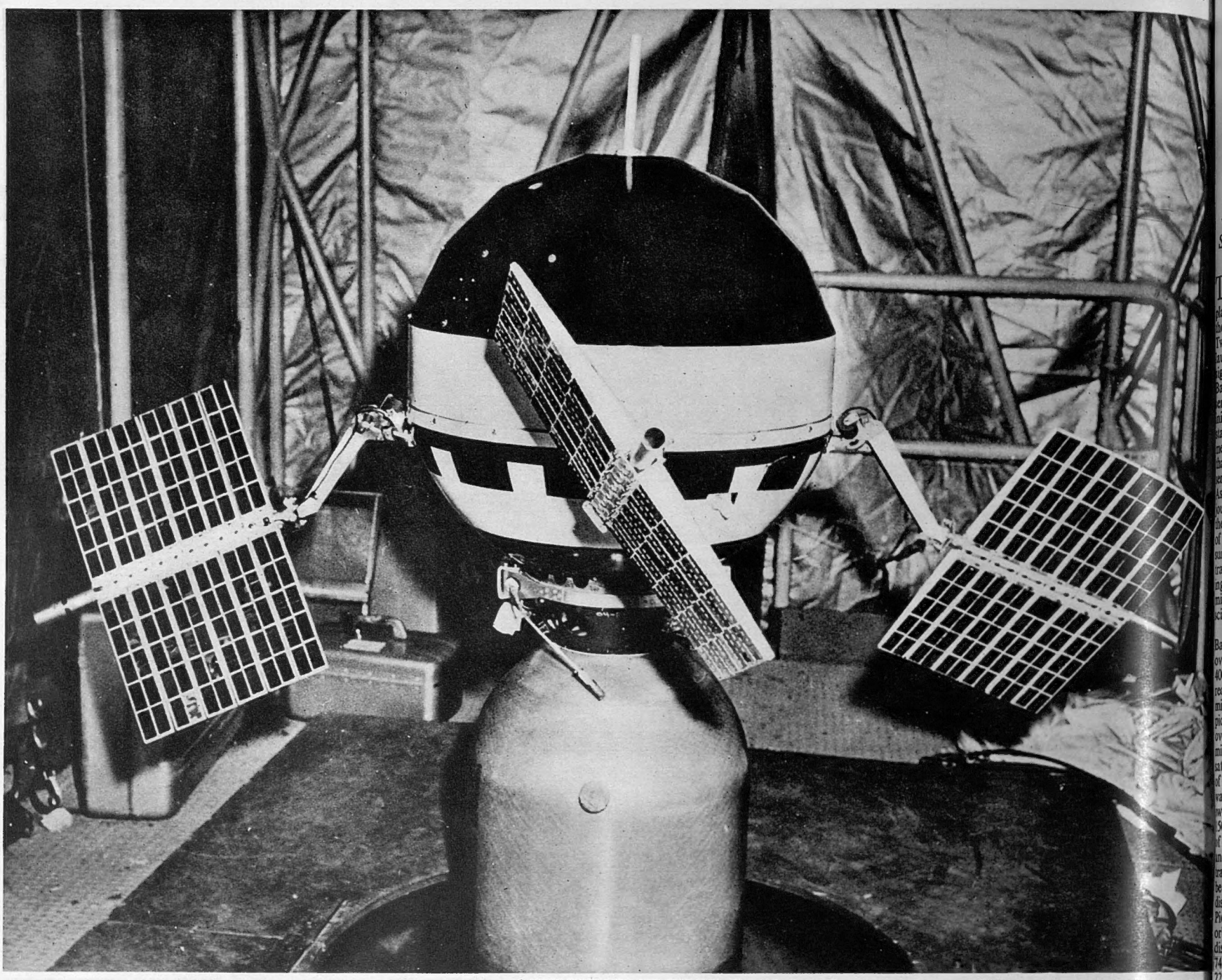
Dornford Yates—Many years ago, I contri-uted a chapter on "Saki" to Leonard Russell's enter-aining *English Wits*. I prefaced my chapter by recalling hat at the dawn of the century at Oxford, at our convivial "Afters," we used to be entertained by a team of four alented undergraduates, Harry Tennant, Jack Gilliat, hristopher Stone and Bill Mercer. I thought they had ll "passed on." But I am astonished to learn that the te best-seller, Dornford Yates, was a Major Cecil illiam Mercer, of Univ., and that he had been President f the O.U.D.S. in 1906. This description so closely fits e Bill Mercer who entertained us so uproariously and so often with "Saki's" "Reginald," as to rule out the possibility that there were two W. Mercers in much the same "line of business" at Oxford in 1906. Therefore, unless I receive correction, I must assume that our Bill Mercer of "Saki" fame was indeed Dornford Yates. How odd, considering all the publicity shed on Dornford Yates by his million-sale novels, that I never connected him with the youth who made us roar with selected fireworks of "Saki's" wit near sixty years ago. Subject to correction, you can knock me down with a feather.

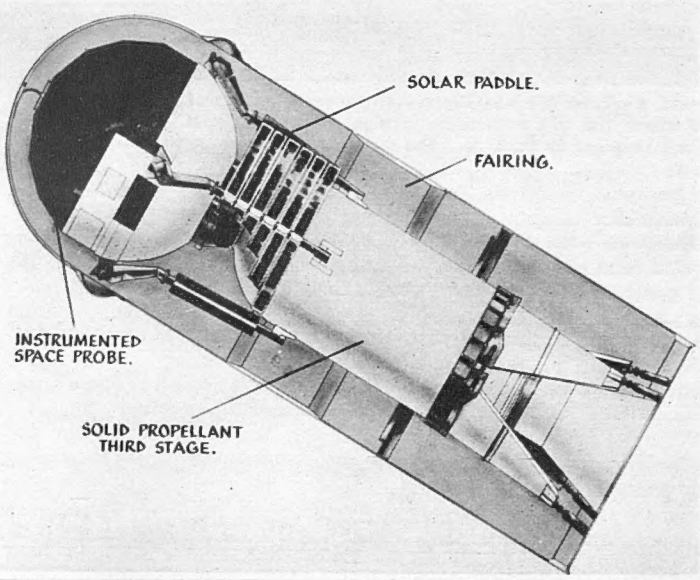
Small Beginnings—The news that France has decided to impose speed limits on all French roads on public holidays and at week-ends from April to September seemed encouraging to me, if the order is obeyed. But, reading deeper into the news, I find that a loophole is still left for road murderers and maimers. During the close-season for speeding, the private car will be restricted to 62 m.p.h., the bus to 53 and the lorry to 44 m.p.h. Our roads perhaps are not so safe to drive along as the French, but it is still astonishing what work there is for the mortuaries and the hospitals in England even when traffic observes these trivial speed limits. Untold sums are annually mulcted by lay magistrates in England from lorry drivers who usually exceed 20 or 30 miles an hour by no more than 50 per cent., and in our old-world realm, we still think the private car which flashes past at 62 m.p.h. is going quite fast enough. So, too, the local bus doing its 53 m.p.h. No doubt, they "order these things better in France."

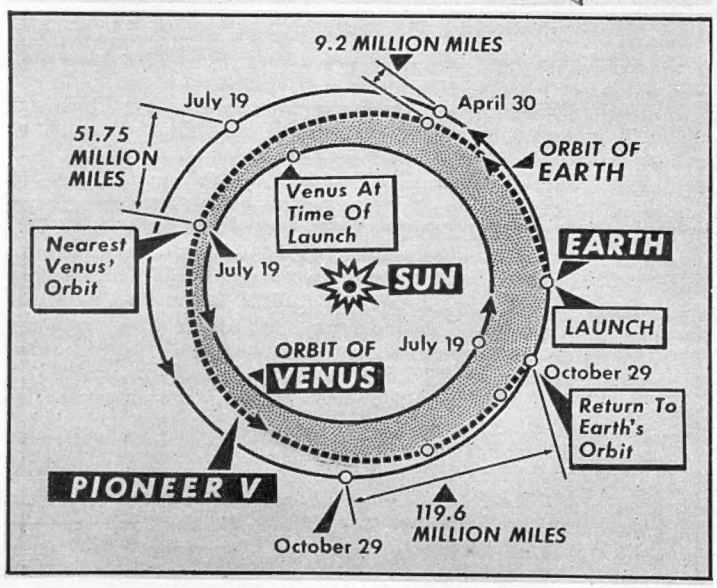
Why Pitch on Me?—So much is required of us for pressing national needs nowadays from our purses and from our restricted and ever-decreasing acreage, that it is quite natural that we should unite in sticking our toes in. "Why pitch on *me*?" has become our National Anthem, unpleasing to the ear of authority. Our National Parks, green belts and dedicated beauty spots lead the chorus when they are singled out for nuclear and radar installations, training grounds and prisons, and dumps. Every nearby village complains of the dangers to them of a proposed "open" corrective centre. The little counties and threatened boroughs all join in the chorus when official tidiness pitches on them. The riders of horses, pushed off the roads, mess up the moorland tracks and the walkers join in the chorus. The tax-payers and ratepayers are in it to a man. "Why am I pitched on when the other fellow is not ?" I had a great-uncle who was reputed to be able to carve twelve adequate portions from a roast duck. *Some* duck ! The Government must envy my great-uncle's skill. They certainly need it.

Supply Bases on Foreign Soil—I admitted my puzzlement over Germany's announced wish for supply bases in Spain. It seems that we in Britain are usually averse from the idea that we should afford such supply bases instead. Yet that offers the germs of an idea for security against world war or a new aggression by a NATO ally. What a good thing it would be, should world enemy No. 1 raise his head again, if a victim could freeze not only the aggressor's assets but his war material. If Russia acquired supply bases in America and vice versa, Egypt in Israel and vice versa, Germany in Britain and France and vice versa, we should all sleep quieter in our beds. Childish ? No doubt. But most great inventions have sprung from simple ideas. "Elementary, my dear Watson." We might go further and exchange dictators and more conventional statesmen who deliberately or foolishly sometimes bring us to the brink of war. I am sure that Mr. Khrushchev would find the Americans a more awkward herd to bring to market or to the cliff-edge than Russians, and that Ike 's Press conferences would be popular in Moscow, and that Nasser, after a month or two in the Jewish national home, might let the sword rust in his hand and build a new Jerusalem. In short, exchange of visits and goods between nations, which all approve, should be of longer duration.

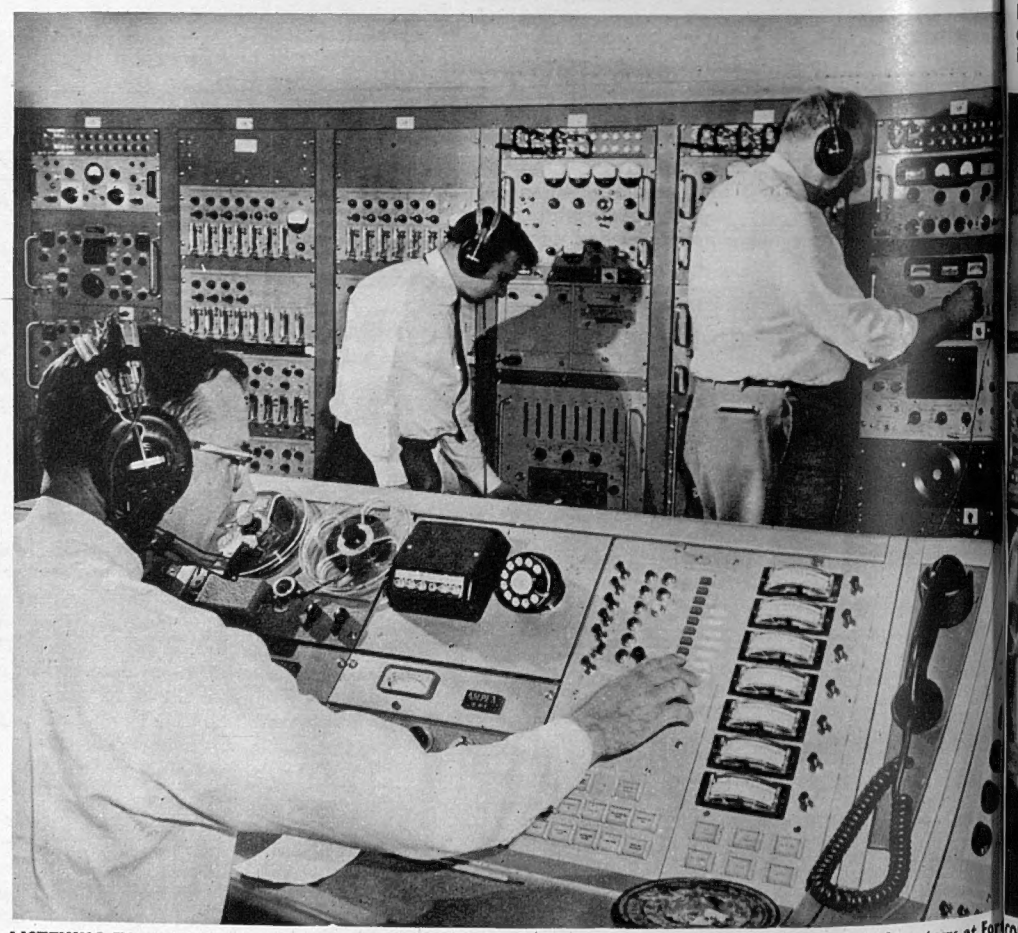
THE OLD STAGER







A NEW SATELLITE FOR THE SUN: The U.S. interplanetary probe, named Pioneer V, mounted on the third sta of the Thor-Able rocket, is shown with its solar vanes extended. (These contain cells which pick up sol energy and convert it into electricity.) *Left* is a diagram of Pioneer V. The instrument package is mount on top of the third stage of the rocket and protected by a fairing, with the solar vanes retracted. After having be fired on Friday of last week from Cape Canaveral, Pioneer V started successfully into orbit round the sun, on a pa between the orbits of the earth and Venus. It reached a speed of 24,869 m.p.h. to escape earth's gravitational pu This was within 150 m.p.h. of the velocity planned. Signals may be picked up even when it is 50,000,000 miles awa



LISTENING TO PIONEER V: Members of the U.S. Army's Signal Research and Development Laboratory at For Monmouth, in New Jersey, work at the control console. They received clear signals from the satellite. ***Left*—The diagram shows the earth's and Venus's orbits, with in between them the path of Pioneer V**

ORBIT NEAR VENUS

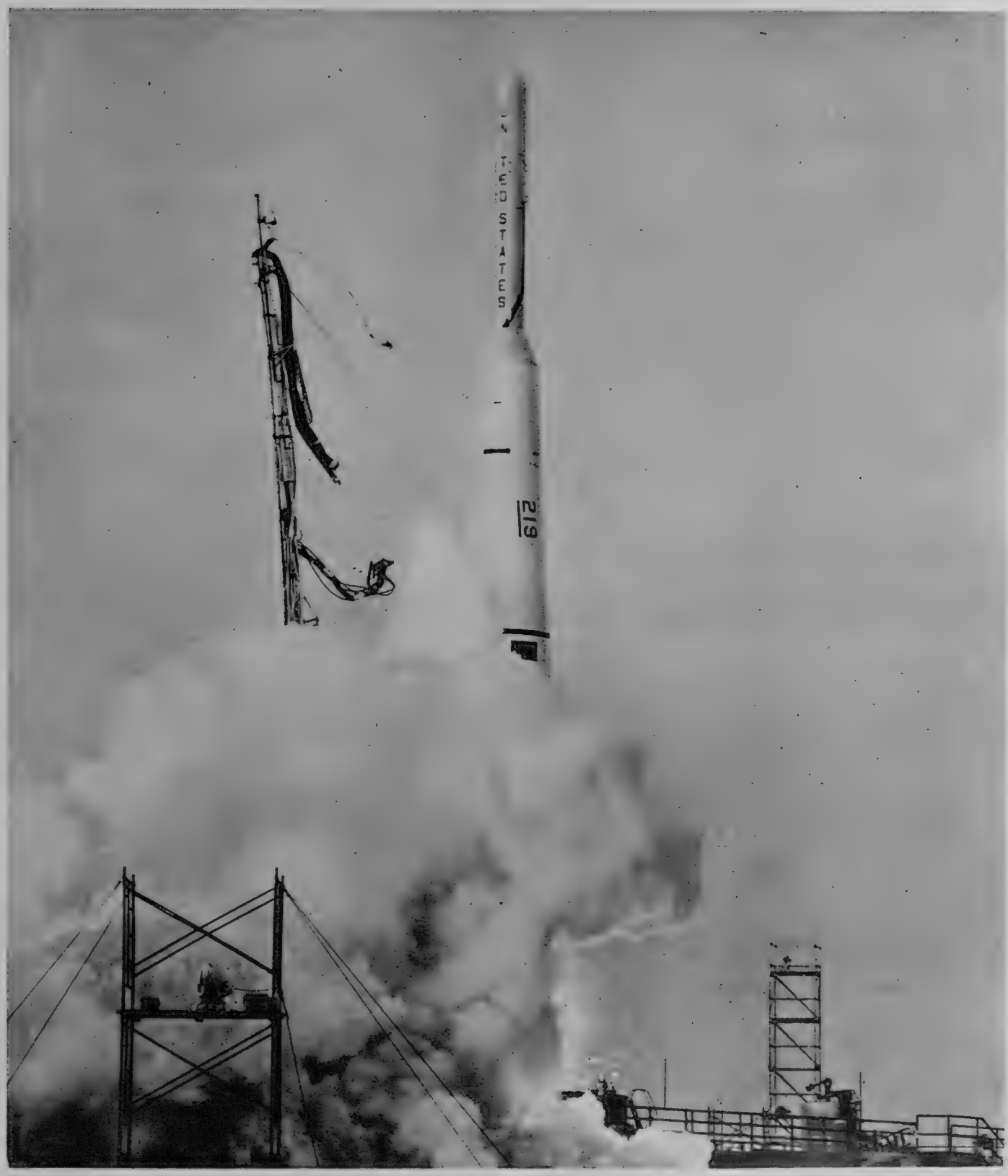
Jodrell Bank's Role in the Success of the New Satellite

The gigantic radio-telescope at Jodrell Bank, in Cheshire, is playing a vital role in the success of the American satellite Pioneer V. Twelve minutes after the rocket was launched on Friday of last week, its signals were picked up at Jodrell Bank, and the telescope was used to send an impulse to the satellite, which initiated the separation of the third stage of the rocket and the instrument package. It is the first time that Jodrell Bank has been used to send "commands" to a satellite. As Pioneer V started on its long journey into an elliptical orbit round the sun, passing between the orbits of the earth and Venus round the sun, Jodrell Bank has been used to transmit signals to Pioneer V, switching on and off the satellite's transmitter. This sends back coded scientific information.

When the scientists at Jodrell Bank made contact with Pioneer V over a distance of more than 400,000 miles, they achieved a record. Russian scientists transmitted impulses to Lunik III, taking pictures of the "back" of the moon, over a distance of about 290,000 miles. For the first week of the new satellite's flight, a radio transmitter of 5 watts was used. After that it was planned to send a signal to switch on a second transmitter of 50 watts. According to scientists of the U.S. National Aeronautics and Space Administration, the second transmitter would enable signals to be picked up at Jodrell Bank at a distance of possibly 50,000,000 miles. Pioneer V will take 311 days to orbit round the sun; its closest distance to the sun would be over 74,000,000 miles. (Venus takes 225 days to go round the sun.) But Pioneer V will remain within range of communication for some time.

On right—

THE LAUNCH OF A SATELLITE: At Cape Canaveral, in Florida, the 90-ft.-high, three-stage Thor-Able rocket leaves the launching pad in clouds of smoke and flames. On the left is the rocket's control mast.



CONTROLLING THE SATELLITE FROM JODRELL BANK: *Left*—At the site of the gigantic radio telescope in Cheshire, Professor A. C. B. Lovell, the Director, and Dr. J. G. Davies, Assistant Director (left, wearing earphones), are in the control room as the telescope tracks Pioneer V. *Right*—The bowl of the radio-telescope is used to beam impulses to the satellite, "ordering" its transmitter to be switched on or off, so that it only broadcasts for short periods. In the foreground is a large U.S. trailer containing tracking equipment.

AN ATLANTIC CRUISE FOR SIR WINSTON CHURCHILL: *Left*—With Lady Churchill he leaves his home in Hyde Park Gate, London, on his way to London Airport. *Right*—Sir Winston sits in the stern of a motor-boat taking him to Mr. Aristotle Onassis's yacht *Christina*, in Tangier Harbour. The aircraft in which Sir Winston, Lady Churchill and their party travelled was scheduled to land at Gibraltar but had to be diverted to Tangier because of high winds. The party boarded the *Christina* on Wednesday of last week, and before the yacht left, Sir Winston gave a cocktail party. They sailed first for the Canary Isles. It is understood that the cruise will include a visit to the West Indies.

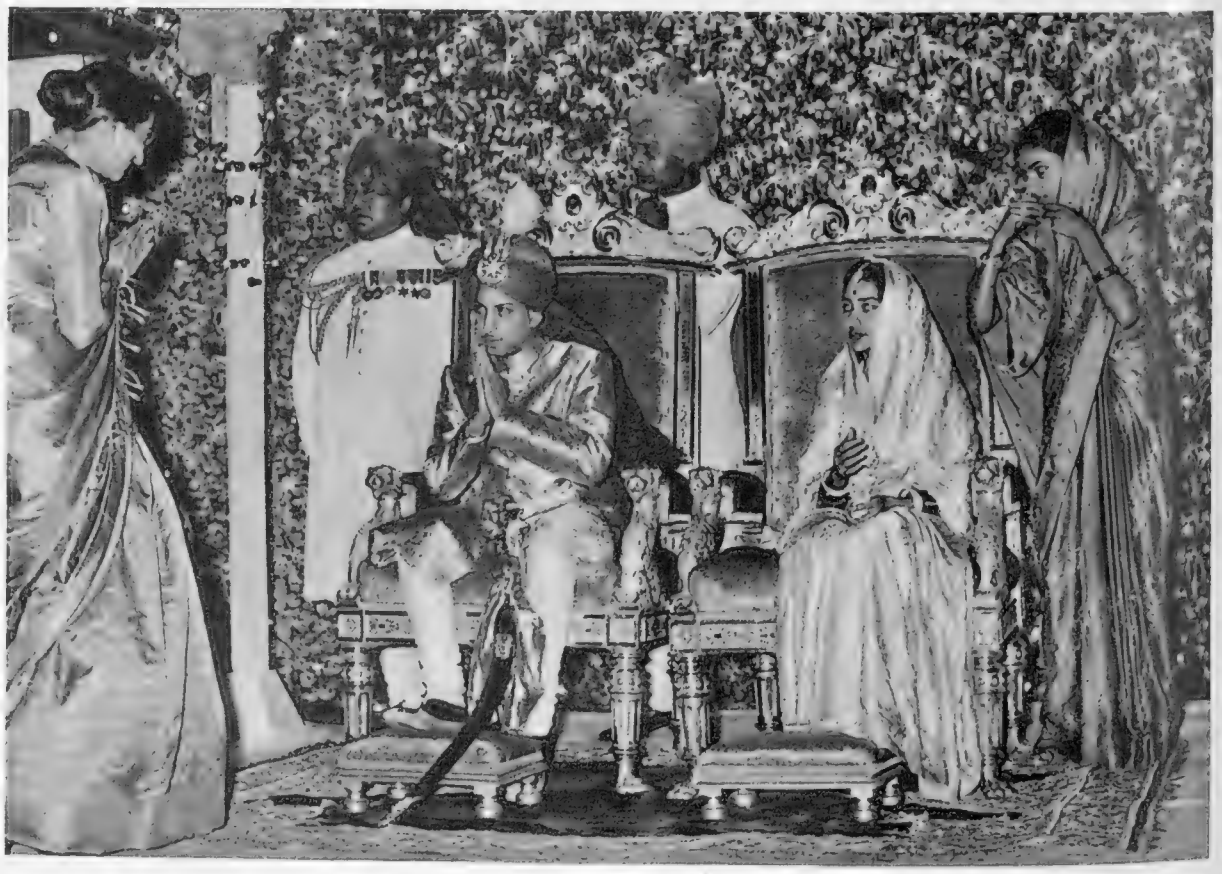
A JAPANESE PRINCESS BECOMES A COMMONER: In Tokyo, Mr. Hisanaga Shimazu and his bride, formerly Princess Suga, the youngest daughter of the Emperor Hirohito, smile for photographers after the wedding ceremony. The marriage was conducted by the chief priest of the Meiji shrine, according to the traditional Shinto rites. Mr. Shimazu, who is 25, is an employee of the Japanese Export-Import Bank. His bride, aged twenty-one, has ceased to be a member of the Imperial family, becoming a commoner, like her three elder sisters. Although the marriage was not marked by any formal public rejoicing, thousands gathered outside the Imperial Palace on the wedding day. The former princess gained much popularity from her vivacity and independence. There was much discussion in Japan of the step she has taken; Mr. Shimazu, who was a class-mate of the Crown Prince at Gakushuin, is reported to earn less than £5 a week.

THE ENGAGEMENT OF THE DAUGHTER OF THE CANADIAN HIGH COMMISSIONER: The Hon. George Drew congratulates Mr. David Scholey (left), who has become engaged to Mr. Drew's daughter, Sandra (second from left). Also in the group, at the High Commissioner's London home, is Mrs. Drew.

PEOPLE IN THE NEWS

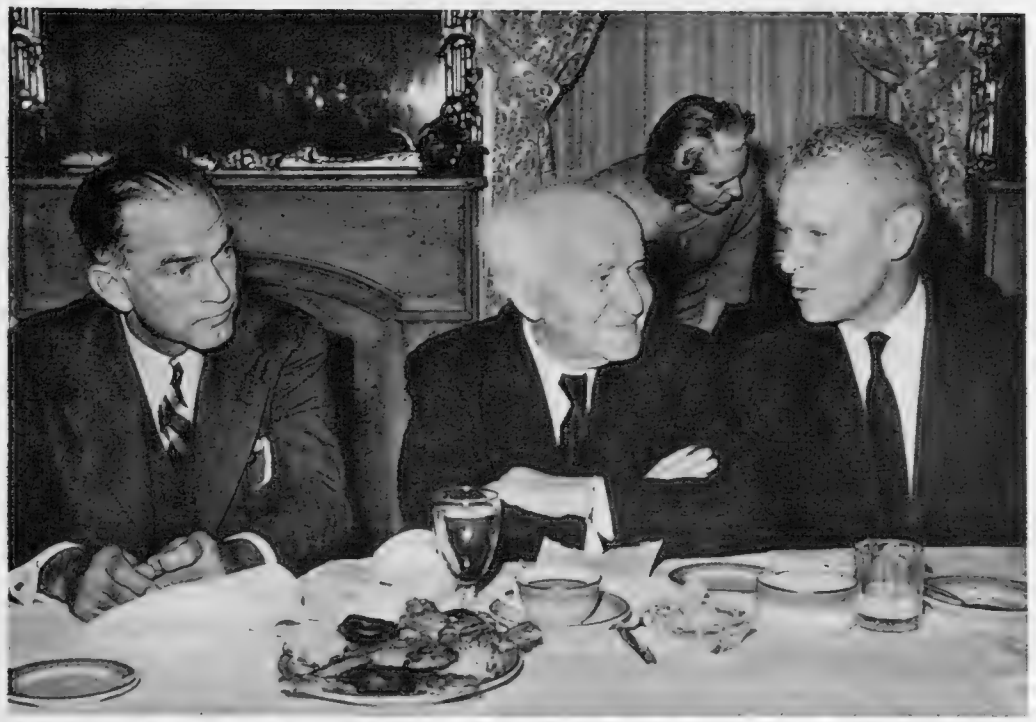
On right—

A ROYAL MARRIAGE IN INDIA: The Maharaja of Tripura raises his hands in greeting to a guest at a reception in Bombay. Sitting with him is the Maharani of Tripura and the reception was in honour of their marriage which had taken place the previous day. The Maharaja has no authority in Tripura, now merged into Behar.



THE NEWS IN PICTURES

MR. BEN-GURION IN WASHINGTON: The Prime Minister of Israel is received by President Eisenhower at the White House. They had a talk of two hours during Mr. Ben-Gurion's stay in Washington.



A DISCUSSION ON AMERICAN-ISRAELI RELATIONS: Sitting from left are Senator Fulbright, Mr. Ben-Gurion and Senator Albert Gore. The occasion was a meeting in Washington between the Israeli Prime Minister and members of the Senate Foreign Relations Committee. From Cairo it was reported that Mr. Ben-Gurion was asking for Nike anti-aircraft missiles from the Americans. These Arab allegations were denied in Washington, where it was stated that the talks between the Israeli leader and the Americans were nothing more than an informal general exchange of views. Early this week Mr. Ben-Gurion was to see Dr. Adenauer in New York during the West German Chancellor's stay there. Then Israel's Premier was to fly to London for talks with Mr. Macmillan.

ADRIFT FOR FORTY-NINE DAYS: Aboard the U.S. aircraft carrier *Kearsarge* are three Russian soldiers. From left they are Private Kruckowske; Private Poplavski and Master Sergeant Zygonschi. With one other Soviet soldier they had been adrift for forty-nine days in a small landing-craft in the Pacific Ocean before being picked up by the *Kearsarge*. Their boat had been crippled in a severe storm and drifted over 1,000 miles.

On left—

BURIED ALIVE FOR EIGHT DAYS: A tailor and his eleven-year-old son are seen after they had been dug out of the ruins of their home in Agadir on March 8. The catastrophic earthquake devastated the Moroccan port on March 1. Last week, when hope had been almost given up of finding any more survivors in the wreckage, sixteen people were dug out alive.

CZECH ALLEGATIONS OF "NAZI JUDGES" IN WEST GERMANY: Dr. Jaroslav Martinic speaks at a Press conference in Prague. He declared that there were 230 former Nazi judges and public prosecutors who were once Nazis now holding office in Federal Germany. Among the documents produced was a list of names of legal officials alleged to be ex-Nazis. In London a statement about a number of allegedly ex-Nazi Western German judges was made to the Press by the Czech Ambassador, Mr. Galuska. This caused a diplomatic incident. Two days later the Counsellor of the Embassy—the Ambassador being absent—was summoned to the Foreign Office and rebuked by the Minister of State for his Ambassador's improper diplomatic conduct. The protest was against diplomatic impropriety, not expression of opinion.

THE PRESIDENTIAL ELECTION IN SOUTH KOREA: President Syngman Rhee speaks at a railway station during a stop on his campaign tour before the election in which he was seeking a mandate for his fourth term of office. Voting took place last Tuesday, March 15. Dr. Rhee was unopposed because his only rival died after the start of the campaign, but constitutionally he had to obtain one-third of the votes to be re-elected. There was a contest for the Vice-Presidency, the candidates being Dr. Chang Myun, the outgoing Vice-President, and Mr. Lee Ki Pong, of Dr. Rhee's Liberal Party.

THE NEWS IN PICTURES

TALKS ON THE FUTURE OF BRITISH GUIANA: Mr. Iain Macleod, the Secretary of State for the Colonies, is with Dr. Jagan, Minister of Trade and Industry in British Guiana and leader of the majority party, the People's Progressive Party. The talks on the constitutional future of the colony began at Lancaster House, in London, on Monday of last week. The four leading delegates, representing different political points of view, all made independence the basic demand in their opening speeches. They differed in their ideas of the speed with which independence could be introduced.

CELEBRATIONS IN GHANA: A happy group of men and women are on the beach at Accra to celebrate the third anniversary of Ghana's independence. A plebiscite is to be held in Ghana next month on the proposal to make the country a republic within the Commonwealth. When announcing the plans, Dr. Nkrumah stated the Government were prepared to surrender Ghana's sovereignty in the interest of African unity.

On right—

THE WINNER OF THE MARATHON WALK: The crowd presses forward to see James Musgrave, a thirty-eight-year-old glass worker from Doncaster, win the John o' Groats to Land's End race. Waiting to greet the winner is Mr. Billy Butlin (standing with his back to the camera), who sponsored the contest. Musgrave completed the 891-mile course in 15 days 14 hrs. 32 mins. last Sunday. The runner-up was John Grundy. Third place was taken by Albert Rozentals. Miss Wendy Lewis won the women's section of the marathon, with Mrs. Beryl Randle second.

£1,000 FOR THE WINNER: Mr. Billy Butlin presents the cheque to James Musgrave. On right is the Mayor of Penzance. The second prize was £500 and third prize £250. The first woman received £1,000.

A MEMORIAL TO HUNGARIANS IN LONDON: The bronze tablet, on the outside wall of the Polish community's club at Prince's Gate, South Kensington, commemorates the victims of the Hungarian uprising in 1956. Lord Birdwood, standing to the right of the memorial, performed the unveiling ceremony last Sunday. About 300 people, mostly Polish and Hungarian, attended. Designed by Frank Kovacs, the sculptor, the tablet depicts ranks of freedom fighters marching towards the tanks and guns of the enemy. At the ceremony Lord Birdwood said the memorial sought to tell the harsh truth of the uprising. Another speaker was General Anders, who commanded the Polish forces on the Western Front during the Second World War. At the time of the unveiling ceremony a Communist Party rally was being opened 300 yards away at the Albert Hall.

AN AMERICAN HONOUR FOR A SWISS SCIENTIST: Mr. Henry S. Villard, the United States Consul-General in Geneva, presents the Drexel Science and Engineering Award to Professor Auguste Piccard. The ceremony took place on Wednesday of last week at Lausanne, Switzerland. Mr. Villard was acting on behalf of the Drexel Institute of Science and Technology, of Philadelphia. Professor Piccard is the inventor of the bathyscaphe *Trieste*, in which his son, Jacques, and a U.S. naval officer recently created a new world deep-diving record in the Pacific Ocean.

THE NEWS IN PICTURES

THE UNITED STATES PRESIDENT RETURNS HOME: At the conclusion of his tour of Latin America, Mr. Eisenhower is welcomed at Andrews Air Force Base, near Washington, by Dr. Sevilla Sarcasa, the Nicaraguan Ambassador in Washington, who is the Dean of the Diplomatic Corps. Behind the Ambassador is Vice-President Nixon. Soon after his return, President Eisenhower discussed with Mr. Herter the reports that the West was proposing to make flights to Berlin at heights of over 10,000 ft., the ceiling imposed by the Russians over East German territory. According to Mr. Herter, the President thought such flights were "not an operational necessity." This announcement caused considerable surprise and was regarded as a reversal of previous policy.

THE START OF THE AMERICAN PRESIDENTIAL ELECTION CAMPAIGN: Senator Kennedy talks with workers in a shoe factory in Rochester, New Hampshire. He was one of the two Democrats in what is traditionally the first of the Primaries, in which the political parties name their choices as candidates for the Presidency. The Senator polled 42,969 votes, overwhelming his opponent, Mr. Paul Johnson, who had only 6,700 supporters. There was only one Republican name put forward, Vice-President Nixon, for whom 65,077 electors indicated their preference. Mr. Kennedy faces a more serious fight in the Wisconsin Primary next month, when he will be opposed by Senator Humphrey, the Minnesotan, who is another major contender for the Democratic nomination. The Democratic Party's convention will be held in Los Angeles in July.

On right—

PORTUGAL'S FOREIGN MINISTER IN LONDON: Dr. Marcello Mathias shakes hands with Mr. Selwyn Lloyd at the Foreign Office. The Portuguese Foreign Minister spent four days on an official visit to Britain last week as the guest of the British Government. His engagements included meetings with Mr. Macmillan and Mr. Maudling, the President of the Board of Trade, as well as talks with Mr. Lloyd. During his visit Dr. Mathias spent much of one day in the City of London. A reception was given for him at Guildhall.

WARMING UP FOR THE FINAL OF THE HOSPITALS RUGBY CUP: Supporters of the two sides in the final at the Richmond Athletic Ground—The London Hospital and St. Thomas's—shower each other with tomatoes, flour and soot during the traditional rag before the start of the match. In the presence of the Duke of Edinburgh, St. Thomas's won by 8 points to nil.

THE OPENING OF A NEW AFRICAN UNIVERSITY COLLEGE: At the ceremony at Turfloog University, in Northern Transvaal, are, from left to right, Mr. de Wet Nel, Minister of Bantu Administration and Development; Mr. Maree, Minister of Bantu Education; and Mr. Potgieter, the Rector of Turfloog. *Right*—The new buildings of University College, which was opened recently, are single-storey. They spread out on the veldt, seventeen miles to the north of Pietersburg. Turfloog, which has about 150 students at present, is designed for Africans of the Sotho, Tswana, Venda and Tsonga units of Bantustan. Courses are offered in arts, philosophy, education, law and pure and applied sciences. Africans of these units will not in future be allowed to go to the "open" universities of Witwatersrand and Capetown, unless the courses they want to take are not organised at Turfloog. But Africans of the units at present at Witwatersrand and Capetown are allowed to complete their courses there.

THE NEWS IN PICTURES

JORDAN HONOURS THE MEMORY OF A CHAMPION OF THE ARABS: Lieut.-General Habes Majali, the Commander-in-Chief of the Jordanian armed forces, leaves Clouds Hill cottage, near Moreton, in Dorset, the last home of T. E. Lawrence. The Jordanian C.-in-C. visited the cottage, which is now National Trust property, while staying in Britain as the guest of the United Kingdom Chiefs of Staff. It was at Clouds Hill that Lawrence of Arabia was living when he had a fatal crash on his motor-bicycle near Bovington in the summer of 1935. For several years the "uncrowned King of Arabia" had been an aircraftman in the Royal Air Force, having changed his name by deed poll to Shaw.

A PAKISTANI MILITARY VISITOR TO INDIA: General Mohammed Musa, the Commander-in-Chief of the armed forces of Pakistan, inspects the guard of honour on his arrival in Delhi. Behind him is his host, General K. S. Thimmaya, the Indian Commander-in-Chief. General Musa spent two days in the Indian capital. Relations between India and Pakistan are reported to have shown welcome signs of improvement during recent months, largely owing to the threat to both countries from China's policies.

A TRAGIC ACCIDENT IN BELGIUM: Scarcely recognisable any longer as a motor-car, the twisted mass of wreckage is piled against a wall at the level-crossing at Fexhe-le-Haut-Clocher. On Sunday before last the vehicle was scraped along the wall after being hit on the level crossing by an express train on the main line from Brussels to Liège. Three people were killed.

DRIVEN ASHORE DURING THE AMERICAN GALES: Resting on the beach at Sandwich, in Massachusetts, is the Coastguard cutter *General Greene*. While going to the assistance of a disabled tug off Cape Cod, the *General Greene* ran into the full force of the winter storm which passed along the New England coast the week-end before last. Waves were reported over 14 ft. high along the coast and there were unusually high tides. Several days later Coastguards were still trying to refloat the Coastguard cutter resting high and dry on the beach. A number of vessels were reported to be in difficulties during the blizzards which were described in Boston as the "heaviest and most crippling March storm on record." Boston suffered 24 ins. of snow.

A TRY-OUT FOR A NEW TYPE OF BRIDGE IN WEST GERMANY: A tank is run on to a bridge at Coblenz during a demonstration before West German and foreign military officers and officials. The bridge, which has no pontoons, can be speedily constructed. The structure consists of metal plates which are hollow inside and thus the air in them provides buoyancy. The sections are easy to transport. It is claimed that military traffic of all kinds, including tanks and heavy vehicles, can be supported on the bridge, which has been designed and produced in Germany. In the background of the demonstration are steep slopes patterned with vines and typical of the Rhine-Mosel country in this area.

World Affairs

Renewed Trouble in the Middle East

By JOHN CONNELL

It might be instructive to study the recent crisis in Arab-Israel relations—the ugliest and most dangerous since 1956—in some detail and with as great a degree of objectivity as is feasible. It was a textbook example of this kind of episode; and, for me, at any rate, it was not without its ironic aspects, for along with two other supposed experts in this field I had, in public and on a platform in London just before it began, applauded the apparent lack of tension in the Middle East, and sagely offered our audience of earnest students what I thought to be the accurate reasons for this phenomenon. Stony and full of pitfalls is the way of the prophet—even if he is only a part-time prophet, and at that, a wary and reluctant one.

To be fair to myself and my much more distinguished colleagues, it *was* quiet then, and the recent crisis blew up suddenly out of an uncommonly untroubled sky. The sequence of events is not without interest. For many months past it has seemed that the chief political purpose of the United Arab Republic has been, by propaganda and other methods, to bring Kassem's regime in Iraq into submission to over-all Egyptian leadership, or (if this fails) to break the regime. There has been a persistent dribble of characteristically neurotic hostility towards Israel and "the Western imperialists," and more than one nasty side-kick at the main target for Egypt's abundant venom.

Then, since Egypt had somewhat rashly resuscitated the Arab League (perhaps the least fortunate of all the remaining consequences of Sir Anthony Eden's year of control of British Middle Eastern policy), it had to be put somehow into action. But its loudly-heralded reassembly in Cairo proved a disastrous flop by producing a long-term "policy for Palestine" which was not only a monument of impracticability but served as a particularly effective, and very public, demonstration of the Arab States' inability to reach agreement on any issue, even one in their view as vital as this.

Nasser almost at once set off on a drum-beating tour of his principal satrapy, Syria; and in Damascus delivered about as violent a diatribe, on all his familiar themes, as he has indulged in since Suez. His oratory was followed by action of a kind. The tranquillity along Israel's borders was disrupted. There is a demilitarised zone, not no-man's-land, but territory within Israel's borders as they have existed since the time of the Mandate, immediately south of the Sea of Galilee, which is supposed to be under U.N. control. It is farming land, and it contains at least one ruined Arab village whence its inhabitants fled in 1948.

Early this year Syrian troops, sometimes in civilian disguise, began a series of encroachments into this zone—to the Israelis, whose land it is, a familiar but always irritating gambit. When they thought this flagrant provocation had gone far enough, the Israeli Army responded by one of those quick, fierce punitive operations (at the equivalent of company strength) at which they excel. It was successful, it was well publicised, and it was greeted by the inevitable hullaballoo on the part of the Arab States.

Few people outside the diminishing circle of those of us who claim to have some contemporary knowledge of the Middle East, have any idea of the depth, persistence and sharpness of the Arab fear of Israel. It is there all the time, behind all the big talk and the bluster, an angry neurotic terror, rooted in the consciousness of repeated and humiliating defeat in battle. Combined with it, and fulfilling indeed the functions of a counter-irritant, is a bitter contempt for the three major Western Powers—Britain, the United States and France—though towards France, I suspect, their attitude approximates rather more closely to their attitude towards Israel. But Britain and the United States are there, in the Arab view, solely nowadays to be gulled, abused and exploited.

When tension began to increase in the middle of last month, Nasser, who was still in Syria, made a speech at Deraa (the setting, it may be recalled, of one of the more sensational incidents in T. E. Lawrence's military career), the purpose of which was to reply to Mr. Selwyn Lloyd's mild and guarded hint that the Western Powers still regard the Tripartite Agreement of 1950, which guarantees the *status quo* in the Middle East (so far as frontiers are concerned), as being still in force. Nasser warned "the imperialist Powers" that "any aggression or mere thought of aggression or determination to impose trusteeship in the area or interference in their affairs will result in the destruction of their interests in this Arab area, as the Arab people is well aware that it possesses the power to destroy those interests. When petrol ceases to reach them, their factories, armies and vehicles will come to a standstill."

That was, admittedly, the danger in 1956. Whether Nasser's capacity to injure the economy of Western Europe is now quite as strong as he thinks it is, may now be arguable. But who was, in fact, contemplating aggression? Certainly neither Israel nor the Western Powers.

The Soviet Union, on the other hand, whose activities in the Middle East, though on the whole discreet, have been incessant and have included the rearming of the United Arab Republic on a lavish scale, suddenly took a series of steps which seem, in retrospect, even more than at the time, both disturbing and irresponsible. On February 15 the Soviet Embassy in Cairo gave the Egyptian General Staff a warning that, according to Russian information, Israel had begun to mobilise certain reserve formations in order to launch an attack across her northern borders into Syria.

This assertion was flatly contrary to the truth, as I have private and personal reasons for knowing. But it caused a large-scale massing of U.A.R. forces both north and south of Israel. Within little more than a week the Syrians had an infantry division in strong defensive positions the whole way along the border, with an independent infantry brigade in close support, and an armoured brigade and two more infantry brigades deployed along the road from the frontier to Damascus.

A TRIUMPHAL DRIVE FOR THE PRESIDENT OF THE U.A.R.: With his arms raised, Colonel Nasser acknowledges the plaudits of a vast crowd as he drives through Damascus. On his right is Field-Marshal Amer, United Arab Republic Vice-President and Minister of War. On Nasser's left is Shukry el Kuwatly, the former President of Syria.

To the south, in Sinai, the Egyptians brought up three divisions—one armoured and two infantry—and put them into positions around El Arish (they must have seemed grimly familiar to any surviving veterans of the Sinai disaster of 1956), where they were poised ready to attack Israeli forces in the rear once they showed any sign of advancing into Syria. This model Staff College exercise had only one flaw in it, from the merely military point of view. The intelligence on which it was based was singularly faulty. Israel had not mobilised any forces in strength, and had no intention of launching an offensive in Syria or anywhere else. Was the story a deliberate fabrication on the part of the Russians ?

I suspect that it was. When the fuss was at its height I talked to the Israeli Embassy in London, and observed in passing that it was not unamusing to see the Soviet Union's representative trying to play the part of conciliator and general smoother-down which seems to have become second nature to Indian diplomats all over the world. "Don't you believe a word of it," said my Israeli friend. "When the Soviet Ambassador called on Mrs. Meir in Jerusalem yesterday all he did was to ask for Israel's support for the Czech, Mr. Nossek, who is the Communist bloc's nominee as next President of the U.N. General Assembly." How far, I wonder, did the Russians, having steamed-up the Egyptians, succeed in conveying the impression that they themselves, by their audacious and splendidly disinterested diplomacy, were keeping the bloodthirsty Israelis at bay? Like most situations in which Egyptians are involved, this was certainly not without an element of comedy, toppling over into farce.

But the Soviet Union's role in all this is slightly more sinister and more subtle than that of a mere Sir Toby Belch, prodding on a reluctant and timorous duellist. The facts that have lately leaked out about the extent of the United Arab Republic's arms purchases from Russia are deeply disquieting. One well-informed correspondent has gone so far as to say that the Egyptian forces in Sinai are to all intents and purposes "three Soviet divisions in Arab uniform and under Arab command."

The armoured division, in particular, has nothing now but the huge Stalin tanks of the latest model, supported by medium T 54 and light "I" T 34 tanks. There are a few British 25-pounders left in service with the Egyptian artillery, but the vast majority of its guns are Russian; the transport, the signalling equipment, the radar and the infantry's small arms are all Russian. The Israelis believe that, in the past four years, the Russians, the Czechs and the Poles have given long and thorough training courses to some 5,000 formation commanders, staff officers and technicians from Egypt and Syria.

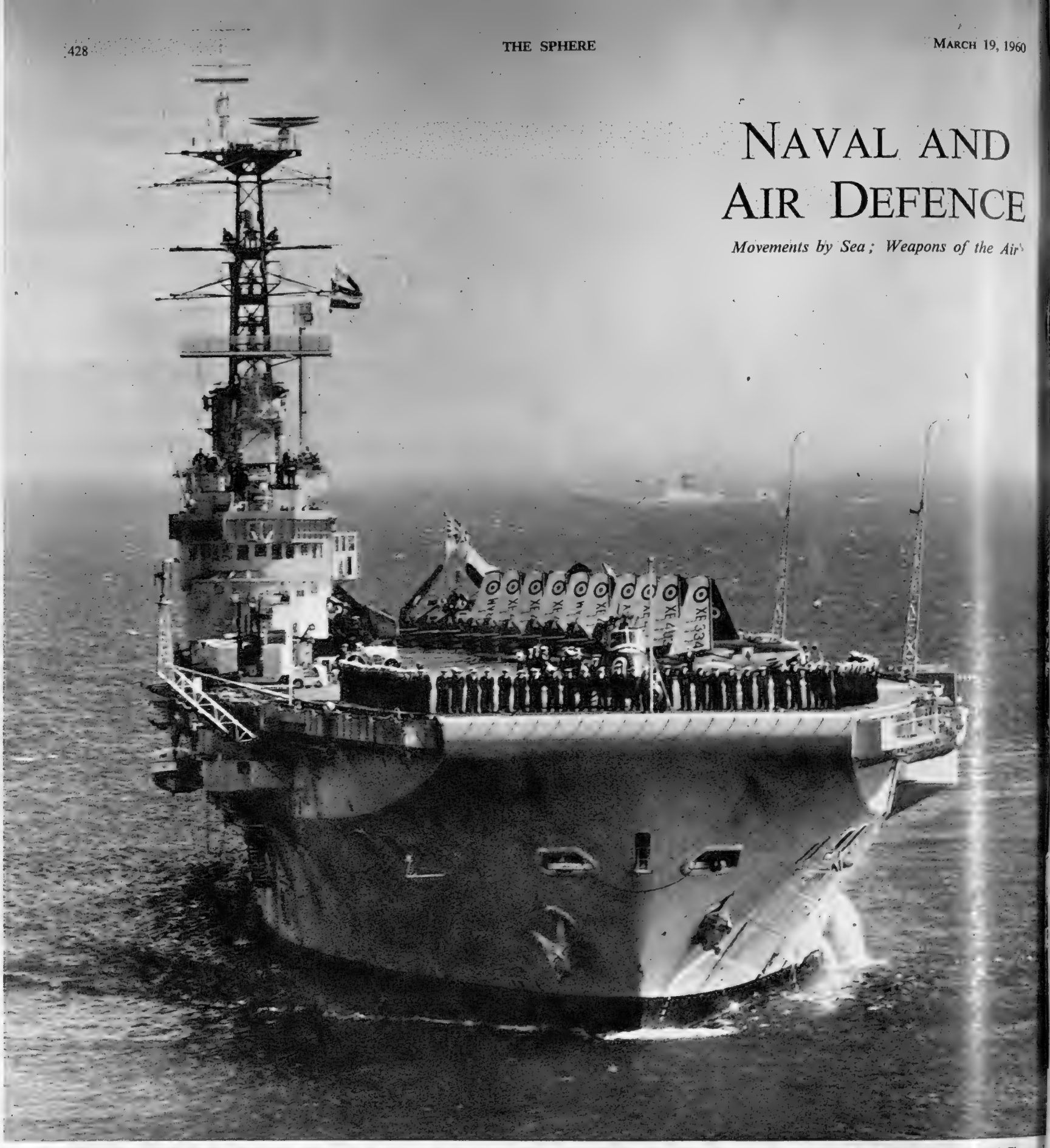
Nor is this aid confined merely to ground forces. The Egyptian Air Force has about 150 fighters and bombers, most of the fighters are MIG 17s, and there are about 30 Il 28 jet bombers. The Syrian Air Force has some 60 MIG 17s; and it is believed in Israel that the Egyptians are soon to get a number of MIG 19s, which are the Russians' most modern supersonic jet fighters. And as the British Civil Lord of the Admiralty, Mr. Orr-Ewing, disclosed last week there are nine Soviet submarines now working in the Mediterranean with the U.A.R. Navy, and Egyptian crews are in the course of being trained to take them over.

The whole picture is far from reassuring. The Israelis kept their heads admirably throughout the scare which the Russians created about them and against them. They are undaunted in face of the formidable accumulation of technically superior armaments in the hands of numerically vastly superior enemies. This, after all, is a situation to which, over many years, they have grown quietly and soberly accustomed, and they have long since ceased to fuss about it. But the wider dangers implicit in the satellite status which the U.A.R. is assuming cannot be ignored.

Nasser, whose praises his British supporters, like Mr. Ian Gilmour and Mr. Erskine B. Childers, have—under the impetus of the publication of Sir Anthony Eden's Memoirs—begun loudly to chirrup once more, has never abandoned one of his frequently and publicly proclaimed ambitions. If these fit in with the Soviet Union's present plans for the extension of Communist influence, that bleak challenge which Sir Anthony foresaw in 1956 and was broken in the effort to meet, may arise again in a much uglier form.

NAVAL AND AIR DEFENCE

Movements by Sea; Weapons of the Air



ON THE WAY BACK TO THE FAR EAST: The carri H.M.S. *Albion*, with the ship's compa lined up on her flight-deck, approach Valletta Grand Harbour, Malta. S arrived in the Mediterranean for worki up exercises before proceeding East Suez. *Albion* was in the Far East befo returning to Portsmouth at the end of h previous commission. She was fitted with angled flight-deck during the long period to 1954 in which she was constructed, a improved, and has the modern landing equi ment fitted to Britain's aircraft-carriers. board are over forty aircraft, Seahawks, Whi wind helicopters, Skyraiders, and Sea Venom

On left—

PROVING A NEW ANTI-SUBMARINE AIRCRAF An operational prototype of the Lockhe Naval Electra, designated the P3V-1 by t U.S. Navy, is on its fiftieth test flight ov California. The four-engined aircraft is land-based anti-submarine patrol pla and is now in production for the U.S. Nav It replaces the P2V Neptune. The P3V-1 capable of flying twice as fast and ranging 40 cent. farther than the Neptune. Carrying crew of ten, the new aircraft can search an a of 280,000 square miles of coastal area in flight at a cost of about one penny per squ mile. There is extensive communicatio navigation and detection equipment. The exte sion to her tail houses submarine hunting g and the new snub nose carries military rad

ROYAL MARINES FOR ADEN: H.M. troopship *Nevasa* sails from Grand Harbour, Valletta, in Malta, for Aden. Aboard were 120 men of 45 Royal Marine Commando. They were the advance party of their unit, which is to take over duties at Aden from the 1st Battalion, the Royal Warwicks. The main body of the Commando is due to sail from Malta next month. Because of its geographical position, Aden is one of the vital strategic points in Britain's defence planning. It is intended that the men of the Commando will do a year's tour of duty there, although the unit will remain longer in Aden.

On left—

THE LAST THOR MISSILE FOR BRITAIN: The intermediate-range ballistic missile is unloaded through the nose bay of a Douglas C-124 Globemaster of the United States Military Transport Corps at the R.A.F. base at North Luffenham. It is the sixtieth and last Thor to be delivered to the R.A.F. missile bases. There are four of these stations in Britain, each of them now equipped with the full total of fifteen missiles and all nearing completion. The Thor missile, which was first fired by an R.A.F. crew in April of last year in California, was declared operational in Britain in December last. All the personnel manning the four British bases have received their training in the United States. Constant practice is carried out at the bases and, at a state of readiness, the missiles can be fired at fifteen minutes' warning. The Thor has an operational range of between 1,500 and 1,600 miles.

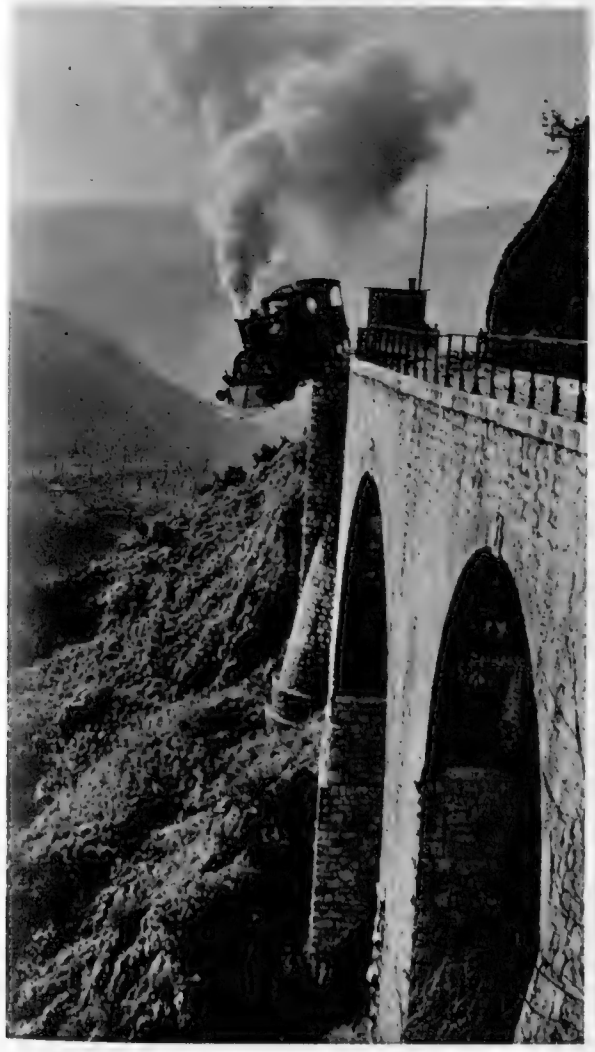
A BRIDGE UNDER A CANAL IN THE NETHERLANDS: Much water flows over instead of under this bridge, near Rotterdam. Tunnelling beneath the canal means that neither road nor water traffic is unnecessarily impeded. If the bridge had been built over the stream it would have had to be raised frequently to permit canal traffic to pass and thus road traffic would have been held up. This particular project when completed will probably have cost in the region of £450,000. Similar constructions have been undertaken in recent years in other parts of the Netherlands as part of the country's road improvements planning. The Netherlands is one of the important gateways into, and out of, Western Europe. Therefore great attention is paid both to the roads and to the railways.

FUNCTIONAL AND FLORAL

Netherlands Road Improvements and Rotterdam's Spectacular Flower Show

On right—

PREPARATIONS FOR A UNIQUE HORTICULTURAL SHOW: The picture from Rotterdam shows a small section of the Floriade, believed to be the biggest horticultural exhibition which has ever been organised. It is due to be opened on March 25 and will close on September 25. Bulbs, spring and summer flowers and autumn vegetables and fruit are among the exhibits which will be seen by visitors during successive weeks. There are two main reasons for the Floriade: first, this year is the hundredth anniversary of the foundation of the Royal General Association for the Flower Bulb Cultivation. Second, 1960 marks the quatercentenary of the importation of tulips into Western Europe from the Middle East. A structure known as the "Euromast," containing a restaurant and two viewing platforms, will enable visitors to look down from a height of 300 ft. on the Floriade.



ACCOMMODATION FOR THE WORLD'S ATHLETES: The buildings are part of the Olympic village being built in Rome between the Via Flaminia, Villa Glori, Acqua Acetosa and the Flaminio Stadium. The quarters for the participants in the Games, to be held between August 25 and September 11 next, consist of blocks of varying heights containing altogether a total of 8,000 rooms. Careful planning of the site has ensured the best use of the area available and the village will have a number of facilities, including post offices, banks, restaurants, shops, a hospital and a pharmacy. Competitors and team captains only will be accommodated in these quarters, but there will be a number of "conversation rooms" in which visitors will be able to meet the athletes. The village is on a bank of the Tiber and is close to the Foro Italico, in the two vast stadiums of which many of the Olympic events will take place.

SPORT AND MELODRAMA

The Olympic Village in Rome; A Deliberate Accident

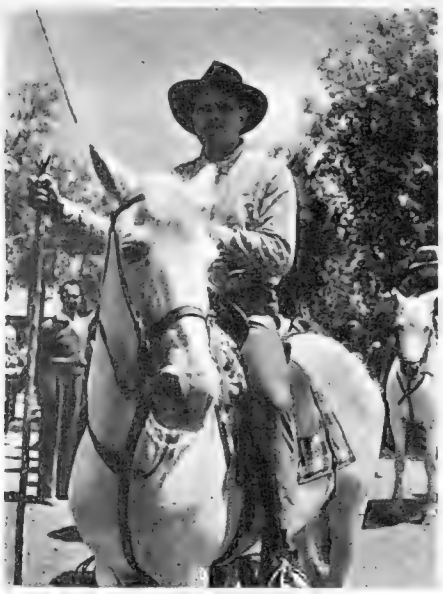
On left—

A FAKED MISHAP ON AN ITALIAN RAILWAY: *Far left*—A small, old-fashioned type of locomotive jumps from the rails over a steep precipice near Carrara, in the North of Italy. *Left*—Smoke and steam pour from the engine after it has plunged to the ground. The accident had been deliberately staged for a scene in an Italian film, *La Strada dei Giganti* (*The Giants' Road*), which tells the story of an American engineer building a railway in Italy in the nineteenth century. For the purposes of the film, the rails leading on to a viaduct were diverted so that the engine could make its sensational plunge. Normally the railway is used for the transport of marble from the world-famous quarries of Carrara. The stone from the Apuan Alps has been worked for over 2,000 years and was employed in many masterpieces by the sculptors of Ancient Roman and of later Italian ages.

A CARAVAN ENCAMPMENT ON THE OUTSKIRTS OF A EUROPEAN CITY: In many places special areas are set aside for caravans and are used by gipsies. They have led their nomadic lives in Western Europe since the fifteenth century. They came earlier to the Balkans.

THE ROMANY LIFE

Gipsies in Many Parts of the Continent of Europe



A GIPSY "KING": He is dealing in horses in the Vendée Department of France. Almost all gipsies are connoisseurs of horses.

A "QUEEN": Lola "rules" in Spain and was formerly a dancer. The Romany tribes have a strict hierarchy of government.

Gipsy is believed to be a corruption of the word Egyptian. It is recorded that some of the first gipsies who came to Western Europe stated that they were making a pilgrimage as a memorial to the Flight into Egypt, thus hoping to ingratiate themselves with the local Christian inhabitants. In fact, their origin is something of a mystery. Most authorities incline to the view that the gipsies migrated from India.

These nomadic people first appeared in Europe in the Balkans. By the early fifteenth century bands of them had reached Western Europe. From country to country and from age to age, their treatment has varied. Sometimes they have been persecuted. Twenty-five years ago Hitler classed them with Jews and set out to exterminate them. Sometimes they have been tolerated and advantage taken of their very considerable talents.

Numerous misapprehensions exist about the gipsies because they are often confused with other caravan dwellers. The true gipsy is not a natural criminal nor does he live in filth and squalor. Tribal customs order him to be clean in many matters, and in the manner of his life he is bound by age-long traditions.

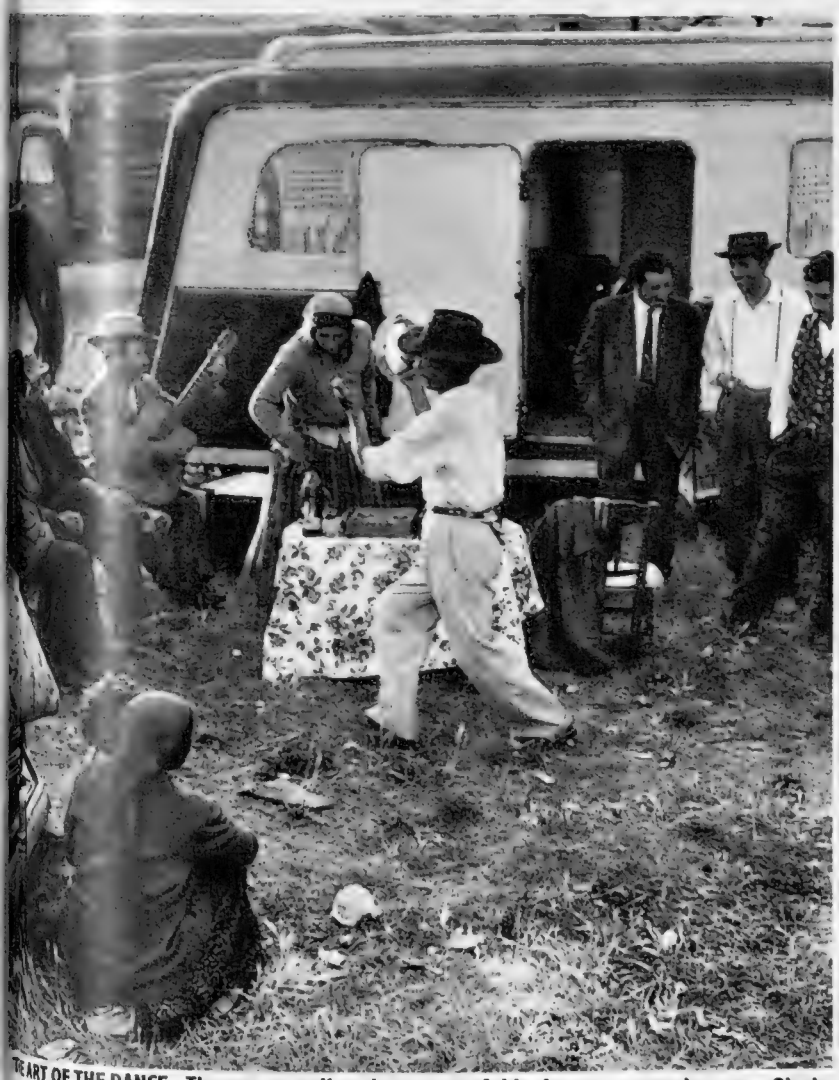
Known by other names such as Zigeuner, Gitanos or Zingaris, according to the country in which they live, many gipsies have remarkable musical sense, either as dancers or as instrumentalists. In the Balkans, for example, a child can take up a decrepit violin with one string and produce haunting, memorable melodies. Hungary's gipsy bands are world-famous and so are Spain's gipsy dancers. The Romanies are hospitable and have a keen sense of humour. Their crystal-gazing and fortune-telling is often an act put on to impress the credulous.

The future of these nomads is problematic. As twentieth-century society and economy becomes still more highly organised, it seems unlikely that the gipsies can continue as a race apart. Already in some lands they are showing signs of settling down and integrating with the national community. It is probable this tendency will be more marked in the coming years.

A RELIGIOUS FESTIVAL: At the village of Sainte Marie de la Mer, on the French Mediterranean coast, a procession is formed on the Festival of St. Sarah, the patron saint of gipsies. Romanies accept the religion of the country where they live their nomadic existence.

TRADITIONAL CRAFT: The man sitting outside his caravan is engaged on basket-making, which is one of the means by which generations of gipsies have earned a living. Many of the Romanies still travel about the world in horse caravans.

BELOW THE MOUNTAINS OF NORTH GREECE: The tents are patched, but the true gipsies, as opposed to certain other types of nomads, are usually scrupulously clean. In the past in some countries they have been persecuted, in others tolerated and use made of their considerable abilities.



THE ART OF THE DANCE: The men as well as the women of this clan are expert dancers. Gipsies also have great musical talents, their music being heard at its best in the Balkans, where even children show themselves as brilliant performers on stringed instruments.

A PERFORMANCE IN A CAVE IN SOUTHERN SPAIN: The Flamenco dancers who live in the grottoes outside Granada attract many tourists. It is sometimes held that these Andalusians are not true gipsies because they have been established in the grottoes for generations.

MORECAMBE IN WINTER

Sunsets and the Shellfish Industry at the Lancashire Seaside Resort

By BRIAN VESEY-FITZGERALD

"SITHEE lad, look at yon." He was an oldish man in a cloth cap, worn right on the back of the head and at a rakish angle, and a muffler in vivid checks. But he carried, rather incongruously, a malacca cane with a silver head. His voice was thick with emotion as he jabbed a finger westwards, pointing at a sunset, a real Turner sunset. That should be sufficient to tell you where I was. I was standing on the jetty at Morecambe. It was to Morecambe that Turner came to accept the challenge of the sunsets, the most magnificent sunsets to be seen anywhere in the British Isles.

Morecambe commands from its promenade one of the finest panoramas in the whole of the British Isles: a view across a wide bay to the green hills of Furness and the mountains of Lakeland beyond. Many would claim it as undoubtedly the finest: but personally, I think that that from Beaumaris, although not so extensive, is grander, though you do not get the sunsets. It is Morecambe Bay that makes Morecambe. Or, perhaps one should say that it is the Bay that should have made Morecambe. It is wide—I suppose that it is about ten miles across from Morecambe to Grange—and its aspect is always changing.

At times it is a wide, featureless expanse of sands of different colours: at others it is a wide, shallow sea, the waters scarcely appearing to move. It is only the lazy, murmurous lapping of little waves against the jetty that tells you that this is, in fact, sea and not an artificial lake. Very, very rarely, I think, do you see a really rough sea at Morecambe. All my visits have been in winter, and only on this last one have I seen the sea whipped up into sizeable waves. That was on the morning of one of the worst blizzards to have struck the north-west for many years.

The sea in the bay is so shallow and so calm that it seems that the land here must have been overrun by the waters within historic times. In Roman times it was, probably, no more than a vast marsh formed by the tidal estuaries of the Keer, Kent, and Leven. We know that Agricola crossed from Morecambe to Furness (and so outflanked the Brigantines) with the aid of local guides. But this does not necessarily mean that he crossed a bay: it would surely have been very difficult, if not impossible, to get an army across the bay between tides. Actually, I have read somewhere that in Roman times the coastline followed the present five-fathomed line. If that was so, then Agricola would have had little, if any, open water to cross: certainly none which was not easily fordable.

THE WIDE BAY OF MORECAMBE: The view by Aerofilms Limited shows the fine promenade by the sea and the piers of this Lancashire seaside resort, which has 4½ miles of promenades. The stone jetty (centre) leads to the Winter Gardens and various theatres. The railway lines to the Promenade Station run almost to the sea.

At any rate, there has always been a route across the bay. At one time it must have been firm-bottomed and well-marked, for until the coming of the railway and the building of the viaduct across the estuary of the Kent, it was much used, the only direct link between the two separated portions of Lancashire being the sands route. Pack-horses used the track, which was then marked by stakes called "brogs," throughout the Middle Ages and, indeed, for long after. In the eighteenth and nineteenth centuries horse-drawn vehicles, including passenger-coaches, though they were not, I think, as big and heavy as those which travelled the turnpikes, used the route regularly. Carriers seem to have used the route fairly frequently until towards the end of the nineteenth century, but the coming of the railway put an end to regular traffic, and that meant that the well-marked track finally disappeared.

People still cross: though nowadays, I think, only on foot and in summer, and in organised parties under the supervision of official guides, whose salaries are, I understand, paid by the Charity Commissioners. The crossing is from Hest Bank to Grange-over-Sands. Despite Wordsworth's opinion that it was not to be regarded as "a deed of derring-do, but as a decided proof of taste," it would be far too dangerous to be undertaken alone and without the help of a skilled guide. I am, by the way, very doubtful if Wordsworth ever said anything of the sort. The statement comes to us second-hand by way of Mrs. Hemans, the author of *Casabianca* ("The boy stood on the burning deck"), who put it in a letter to one of her friends.

I find it difficult to believe that Wordsworth dismissed it quite so casually, because in 1821 the mail coach, the *Westmorland Flower*, met with disaster in the quicksands, and only four years previously the *Whitehaven Belle* had suffered the same fate. Wordsworth must have been well aware of both disasters. Such accidents do not happen now. But to attempt a crossing without the aid of a guide could well prove disastrous, for the Kent has a habit of changing its course, and the quicksands, which are just as hungry, are always shifting.

Crossing the bay nowadays, though an arduous walk, is a pleasure trip for ramblers. But there is still an industry in the bay which has nothing to do with tourism: the shellfish industry. Cockles and shrimps abound, and another very important inshore-fishery (economically, perhaps more important than that of the shellfish) is that of the fluke, a flat-fish which comes out with the tide to feed upon the shellfish and then hides away just under the sands. The flukes are caught in the estuaries of the rivers, but are also fished with a drag-net, one end being taken into the middle of a channel with a horse and cart and the other end being operated by a fisherman at the edge of the tide. Horse and cart are also used for shrimp fishing; the vehicle, dragging a tight-meshed net behind it, is driven up the channels.

The net, which is conical in shape, is mounted on a wooden frame, the bottom of which scours the sand, causing the shrimps to jump into the net. The work can only be done at low tide and, as the channels are usually some way from the shore and the fishermen must get back before the tide runs, there is not much time. But an awful lot of shrimps are taken.

The fishermen also go to the cockle-grounds by horse and cart. In the breeding season a three-pronged fork, known as a cram, is used. I have never watched this, but I am told that it is very hard work. Outside the breeding season (that is, in winter) they use a "jumbo," a large, flat piece of wood which is fitted with two or more handles about 5 ft. long. This, banged up and down on the sand, brings the cockles to the surface, and they are then scooped into a basket with a cram.

But the chief feature of Morecambe Bay is the view. You look across the shallow waters to the green hills of Lonsdale and Furness. Beyond are the mountains of Lakeland. The heights sweep round in a semi-circle from west to south. On a good day, and there are many wonderfully good sunny days at Morecambe in winter, you can see the whole of the Coniston Old Man range, Helvellyn and Shap, a good deal of the Pennines and the unmistakable flat cap of Ingleborough, and, turning your back to the sea (but really it is a pity to do that), the final spur of Bowland Forest beyond Lancaster. It must be a most beautiful view in summer: in winter, with scudding low cloud shrouding the waists of the heights and snow capping them, it is magnificent.

You would think the view and those unbelievably brilliant sunsets would have made Morecambe. But the truth of the matter seems to be that Morecambe has been made despite them. Morecambe is the third of the great Lancashire seaside resorts; the other two being Blackpool and Southport. I hasten to add, for I do not wish to offend anybody in Morecambe, that I am not placing them in order of merit, but in order of population. In his *Picturesque Lancashire*, Mr. Cromerty says:

> A severe taste finds Morecambe to be a combination of narrow streets, very dull or very shoppy, and a staring promenade with "Amusements" written loud and large all over it. There is a tiresome multitude of "souvenirs" for sale, and the whole place speaks of crowd. But a severe taste thinks too much of itself. South Lancashire can't help being a crowd, and Morecambe has "met a felt want." Excellent and cheap provisions—fish, meat, fruit, vegetables, good Lancashire bread and cakes—are to be had at every turn by the incomer; there is lots of boating, lots of "hiring," good enough bathing. Finally, the most exacting of critics has to own that Morecambe has Sunsets.

I do not know about the provisions—though even in winter you see some wonderful cake shops—nor the boating nor the bathing, but the rest rings very true to me. There is a lot left out. Morecambe has its autumn illuminations, not so famous as those of Blackpool, perhaps, but wonderful enough. And it has something which Blackpool cannot approach: a beauty contest (with a prize of £1,000) which attracts beauties from all over Britain and admirers of beauty in their thousands. But, there can be no doubt about it, the streets are narrow and dull, and the promenade is "amusing"; the place does speak of crowd and summer.

Particularly in winter. The population of Morecambe is something like 37,000. You would never think it in winter. That huge promenade is virtually deserted, the amusement halls shut and derelict-looking. Many of the shops seem to close for the winter and some of the hotels do; but not the luxury one, which maintains a full staff, and provides, even in the depth of winter, a service rare in England. The boarding-houses hibernate. You really can walk about Morecambe in winter and put the population down at a thousand or two: certainly you can on early closing day. I suppose that many of the residents work out of the town: in Lancaster perhaps. But that cannot be the whole answer. For, if you lecture in Morecambe, as I have done more than once, you will in the depth of winter have a large and most co-operative audience. I just wonder what the ones who do not go out of the town do in the daytime.

The fact is that Morecambe, like Blackpool, is essentially a holiday town. I find this not a little astonishing. Though it has not the dignified layout of Southport, it has much, particularly scenically, that neither of the other two great Lancashire resorts can boast. Although I dare say this may surprise Morecambe residents, it has wonderful winter weather, with any amount of sunshine and pretty mild. I have only once been in Morecambe in winter on a really cold day. I have only once seen snow. But I have walked coatless on the empty promenade in January more than once. If ever there was a place ideal as a winter resort, then Morecambe is surely that place. But I hope it never wakes up to the fact. I like empty promenades.

THE OPENING OF THE NATIONAL HUNT MEETING: Horses parade in the paddock at Cheltenham before the start of the Cotswold Steeplechase, the first race on the opening day of the National Hunt Meeting. Spectators last week found a number of welcome improvements in the facilities round the course. Car parks have been enlarged and many of them covered in hard-core and gravel, so that bad weather should no longer mean drives through mud for motorists on arrival and departure. The members' enclosure has also been enlarged and a large new snack-bar erected. A prominent feature of the course is now the new Tattersall's stand, which seats about 2,000 people, as well as possessing a number of private boxes. The top tier provides splendid views of all fences and the 220 seats there can be reserved for 30s. a day. These improvements are only a beginning of a large-scale programme which envisages turning Cheltenham into a really modern racecourse over a period of about ten years.

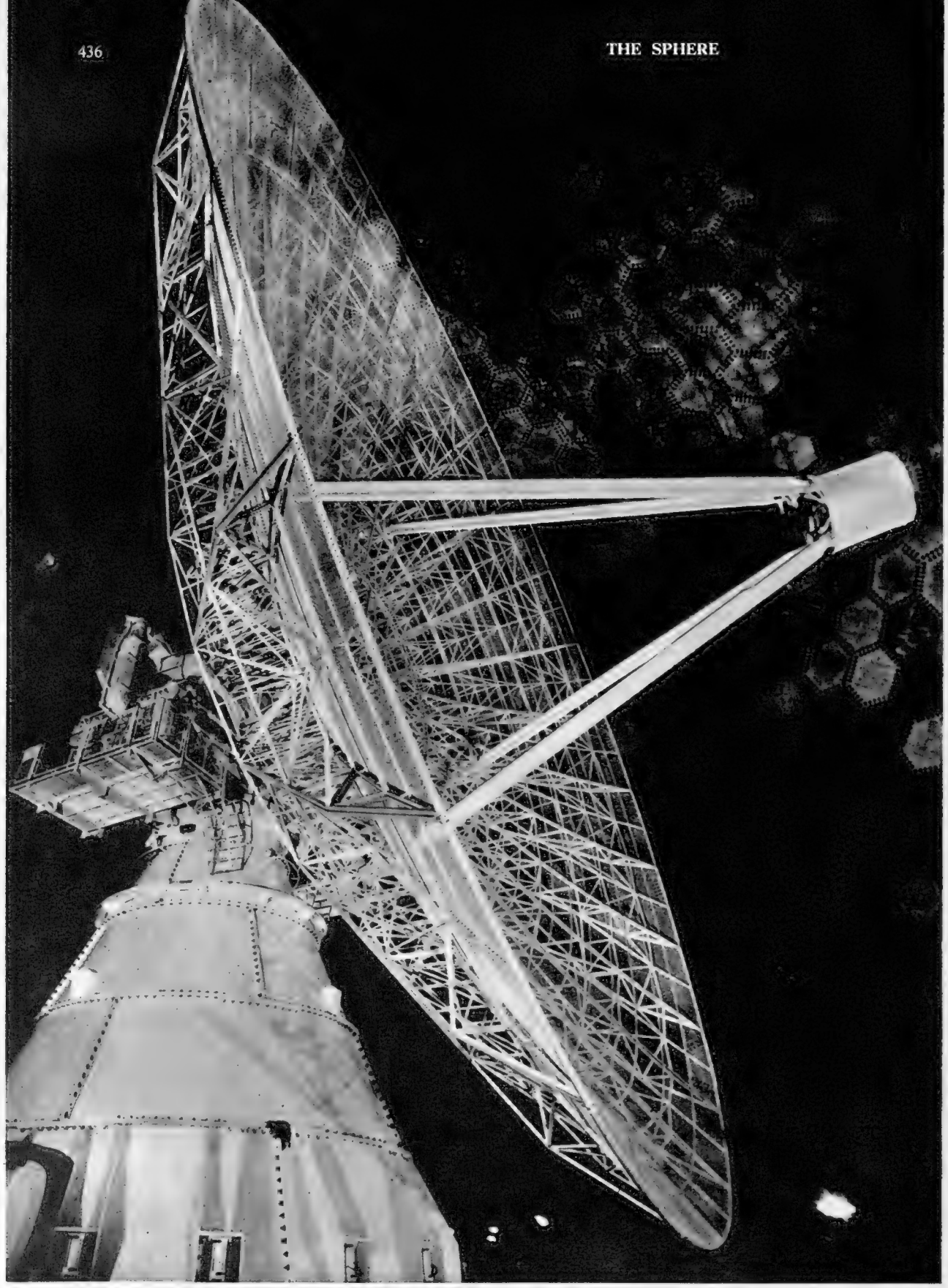
"NEW LOOK" AT CHELTENHAM

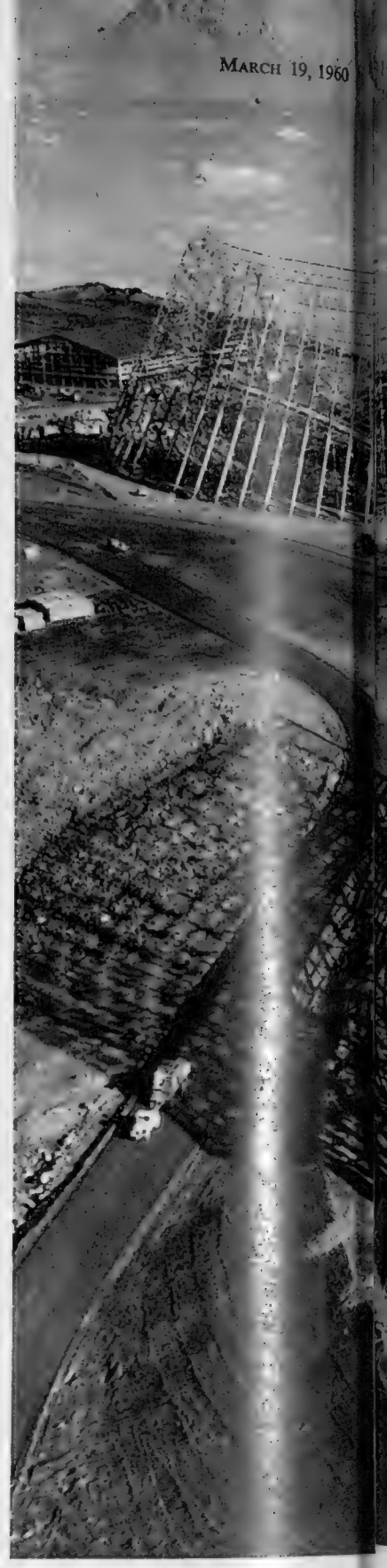
The New Stand and Other Improvements at the Famous Racecourse

CONGRATULATIONS FOR A WINNER: Mr. N. Upton, on Solray, having won the Kim Muir Memorial Challenge Cup, receives a pat on the back from one of his rivals in the race. In the background the new Tattersall's stand is crowded with spectators.

THE NEW TATTERSALL'S STAND ON CHELTENHAM RACECOURSE: The picture, taken shortly before last week's meeting, shows a side view of the three-tiered structure. Among its features are a number of bars and extensive facilities for the Tote.

A £125,000 STRUCTURE: Such is the cost of the new stand. All its enclosed rooms are electrically heated. The climax of the meeting last week was, as usual, the Gold Cup which was won by Pas Seul, a length ahead of Lochroe. Zonda was third.





DETECTING BALLISTIC MISSILES: The radar tracker, built by the Radio Corporation of America, is the prototype for equipment to be erected on Fylingdales Moor, in Yorkshire, as part of the U.S. Ballistic Missile Early Warning System (BMEWS). Now under construction in the United States, the actual radar tracker will have an advanced scanning system and will be protected against the weather by a spherical dome, 140 ft. in diameter. According to a statement by Mr. George Ward, Secretary of State for Air, made in the Commons in mid-February, the Fylingdales station would cost Britain about £8,000,000 and the U.S. £35,000,000. Two stations in the system, at Thule, in Greenland, and Clark, in Alaska, are nearly built. Fylingdales would give Britain about four minutes' warning of an approaching missile, and the U.S. fifteen minutes.

TRACKING MISSILES

Radar Installations of the Ballistic Missile Early Warning System

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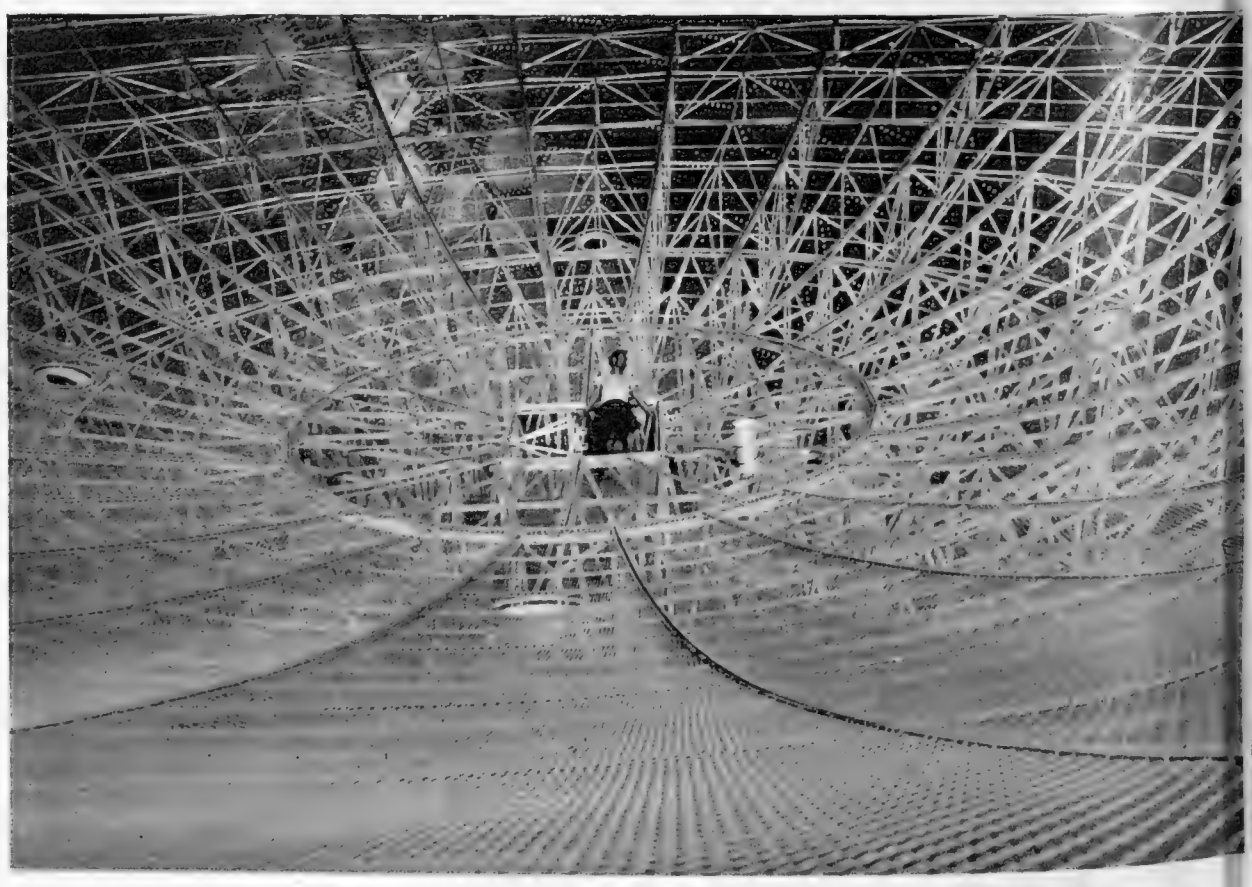


TESTING PART OF THE RADAR EQUIPMENT: A workman is seen in the centre of a bowl-shaped antenna at the engineering works of R.C.A. at Moorestown, in New Jersey. R.C.A. is the prime contractor for the U.S. Air Force's early warning system.

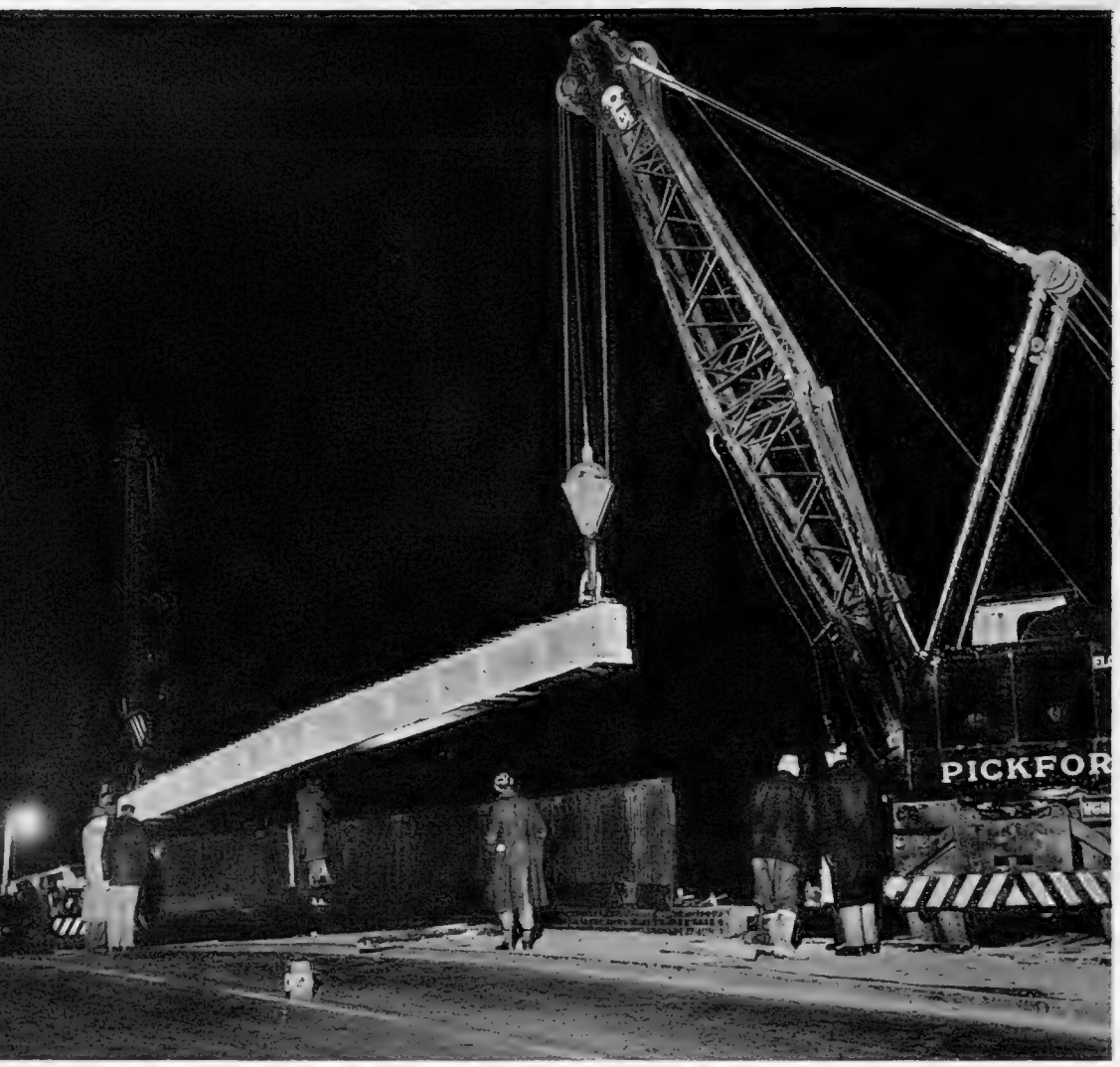
SIX HUNDRED MILES INSIDE THE ARCTIC CIRCLE: At Thule, in Greenland, one of the U.S. stations for BMEWS is under construction. The vast lattice-works are detection-radar aerials, 165 ft. high and 400 ft. long. The box-like buildings will house scanners.

The announcement in the House of Commons in February that a gigantic radar station was to be set up on Fylingdales Moor, in Yorkshire, as part of the chain of installations of the U.S. Ballistic Missile Early Warning System, provoked a storm of questions inside and outside Parliament. Basically, the stations, two of which in Alaska and Greenland are nearing completion, consist of gigantic detection radars having a range of some 2,800 miles and scanning fixed segments of air space in the direction of the U.S.S.R. From these radars signals will be passed to the tracking radars.

It has been estimated that if a ballistic missile were launched at Britain from a base, say, in Eastern Germany, BMEWS would be able to give only about four minutes' warning. There is no question at this stage that its warning will enable counter-measures to be taken to destroy the missile in flight; it will possibly enable British bombers to take off on retaliation attacks. As far as the United States are concerned, it is hoped that the chain will give fifteen minutes' warning and strenuous efforts are being made to overcome the extremely difficult problems of launching a counter-missile to destroy the enemy in flight.

On left—

AT THULE, IN GREENLAND: Snow is piled up round the base of a radar-detection aerial. The gigantic lattice-works are designed to withstand winds of up to 175 m.p.h.



LIFTED INTO PLACE: At Hills Road Bridge, Cambridge, a prestressed concrete beam is suspended from two cranes parked on the abutments at the ends of the existing bridge over the railway lines. Working at night, the contractors for British Railways (Eastern Region) have been building a new structure so as to widen the existing bridge. *Above, right*—One of the twelve concrete beams for the new section is placed into position.

WIDENING A BRIDGE BY NIGHT

Work on Modernising Hills Road Bridge in Cambridge

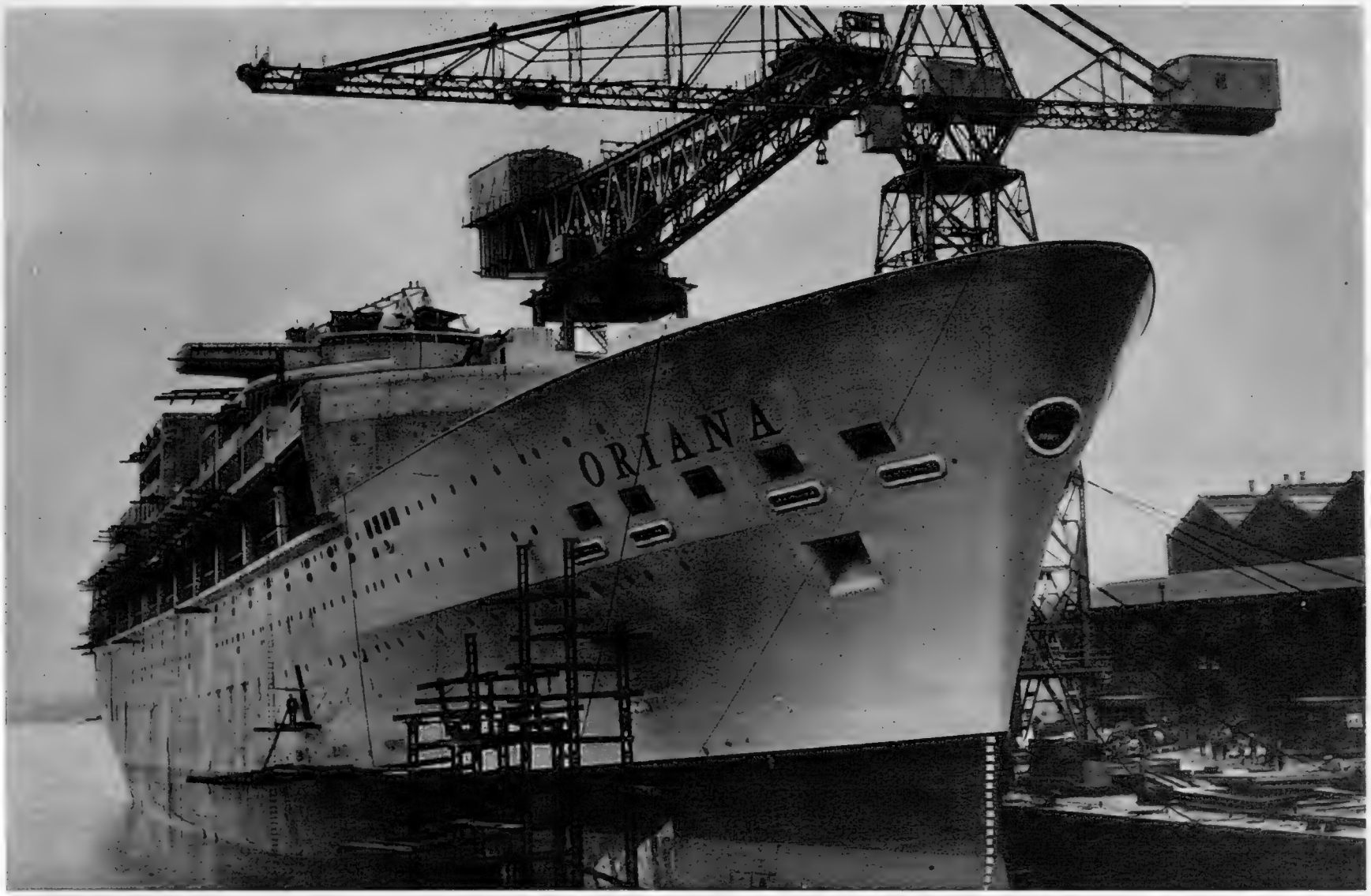
Rebuilding an existing bridge so as to disrupt traffic as little as possible presents a difficult problem. It was solved during the rebuilding and widening of the road-over-rail Hills Road Bridge, in Cambridge, by working at night for the first phase of the reconstruction. The contractor for British Railways (Eastern Region), A. Monk and Co. Ltd., sub-contracted the lifting operations to Pickfords Heavy Haulage Service.

In the early hours of the morning, two 25-ton lorry-mounted Coles cranes were positioned on the abutments at each end of the existing bridge. Synchronised by loud-hailer, they lifted the prestressed concrete beams, forming the basis of the new section, from road vehicles on the existing bridge. Twelve in number, the beams weigh from 13 to 24 tons and vary in length from 71 to 77 ft. They had been brought by vehicle and bogie trailer from the manufacturer in Huntingdonshire and parked in a nearby market until they were needed. The two cranes were also used to place in position a footbridge, made out of steel and 96 ft. long, parallel to the bridge.

Hills Road Bridge is part of the main route from Cambridge to Colchester. Traffic on it was kept flowing all night despite the size of the beams and the extent of the cranes' operations. One lane of the bridge was closed and police controlled the single lane traffic at the approaches. But work had to be carried out in between the trains passing on the railway lines below.

Despite this handicap, the first phase, which is illustrated in the pictures on this page, was recently completed in one night. The new bridge runs over the main line to King's Cross and Liverpool Street, on which much modernisation work is being carried out. It is estimated that the second phase of widening the bridge will be started in a few weeks' time and the final work will begin about a month later.

THE NEW SECTION: Forming part of the British Railways' modernisation scheme, the Hills Road bridge over the main line from Cambridge to London is being widened with the use of twelve pre-stressed concrete beams. A steel-structure footbridge is placed alongside. *Right*—After working through the night, the basic structure of the new section is in position. Traffic continues on the railway lines and on the original bridge.



BUILDING THE SUPERSTRUCTURE OF A NEW LINER: The *Oriana* is being fitted-out at Vickers-Armstrongs' shipyard at Barrow-in-Furness. *Left* is the aluminium bridge of the liner. The *Oriana's* superstructure is constructed in prefabricated aluminium. New shipbuilding techniques have speeded the building of the liner.

FITTING-OUT IN ALUMINIUM

New Techniques in the Building of the "Oriana"

The Orient Line's new passenger liner *Oriana*, which is now fitting out at Barrow-in-Furness, contains even more aluminium in her superstructure than the *United States*, the revolutionary flagship of the United States Line. The *Oriana's* superstructure, weighing 1,020 tons, is the largest all-welded structure ever made, not only for a ship but also for land use. Another radical change is the use of aluminium girders; previously, aluminium was used as sheet on top of a steel framework. The metal is used for the liner's five decks, her two bridge decks, and all the upper works. About 90 per cent. of it is prefabricated in shops some distance from the berth. These new methods have enabled the work to proceed very quickly. The *Oriana* was launched on November 3, last year, by Princess Alexandra of Kent. The 40,000-ton liner is expected to make her maiden voyage at the end of this year. Carrying 630 first-class passengers and 1,500 tourist class, the *Oriana* will be used on the Australia and Pacific routes. Sailing in conjunction with the P. & O. liner *Canberra*, now being built, the new Orient Line vessel is expected to reduce the time of a voyage from Southampton to Sydney from four to three weeks.

VIEWS OF THE STERN AND FOREPART: Work is being carried out on the after decks of the *Oriana*. *Right*—Aluminium sheet and girders stretch from the bridge to the forepeak. The ship will enter service this year.

TOMATO-GROWING IN THE LEA VALLEY: The aerial view is of some of the glass-houses near Cheshunt, in Hertfordshire. The Lea Valley contains the thickest concentration of glass-houses in Great Britain—there are some 2,000 acres of them. The success of foreign growers of tomatoes has caused concern to British producers, and in the Lea Valley it is planned to try to increase the yield of tomatoes from between 40 and 45 tons per acre to 55 tons. To achieve this target, new methods of cultivation are planned.

GROWING MORE TOMATOES

Plans in the Lea Valley for Meeting Foreign Competition

The introduction of new techniques and the dropping of many of the traditional ones are among the plans of the tomato-growers of the Lea Valley, north of London. Many ideas have been put forward by the growers to meet the competition of successful producers overseas. The efforts of British tomato-growers will be directed towards obtaining an increase of between 10 and 15 tons per acre in the present yield of tomatoes. Among the new techniques which must be examined are some connected with the sterilisation of the soil. Steam sterilisation is still thought to be the most efficient method, but it is expensive. In some areas, to reduce costs, mechanical steaming is carried out near the surface. This is effective, but only to a depth of about a foot. Chemical sterilents have greatly improved in recent years. Among these, Formaldehyde is giving good results while lowering costs, and two others, Systan and Vapam, are thought to show even greater possibilities. On the Continent, Chloropicrin is helping to produce magnificent crops in Germany and the Netherlands.

There is already a great demand for the services of soil analysts to investigate soil sterilisation and the use of fertilisers. Watering is another of the matters in which these specialists could advise. It is expected that in the near future automatic watering will become general, with meters to measure water requirements. This should help to solve problems of nutrition and root development. Another factor considered essential in the need for increased efficiency is the modernisation and reorganisation of heating systems. Those nurseries with many stoke-holes will have to adopt a central boiler-house system, most probably oil-fired.

The Lea Valley tomato-growers will not be slow to adopt methods that have proved successful overseas, if they are thought suitable. In Holland the monoculture system, favoured in this country for a generation, has been abandoned. Dutch producers now grow an early crop of tomatoes, leaving their glass-houses free in July for the cultivation of chrysanthemums or winter lettuce. This idea might be applied in this country, but alternative crops to tomatoes must be chosen carefully to ensure that the soil is kept in good heart and that heavy expenditure is avoided. Alternatives, which are considered possible, but may involve certain risks, include carnations and the fashionable house plants.

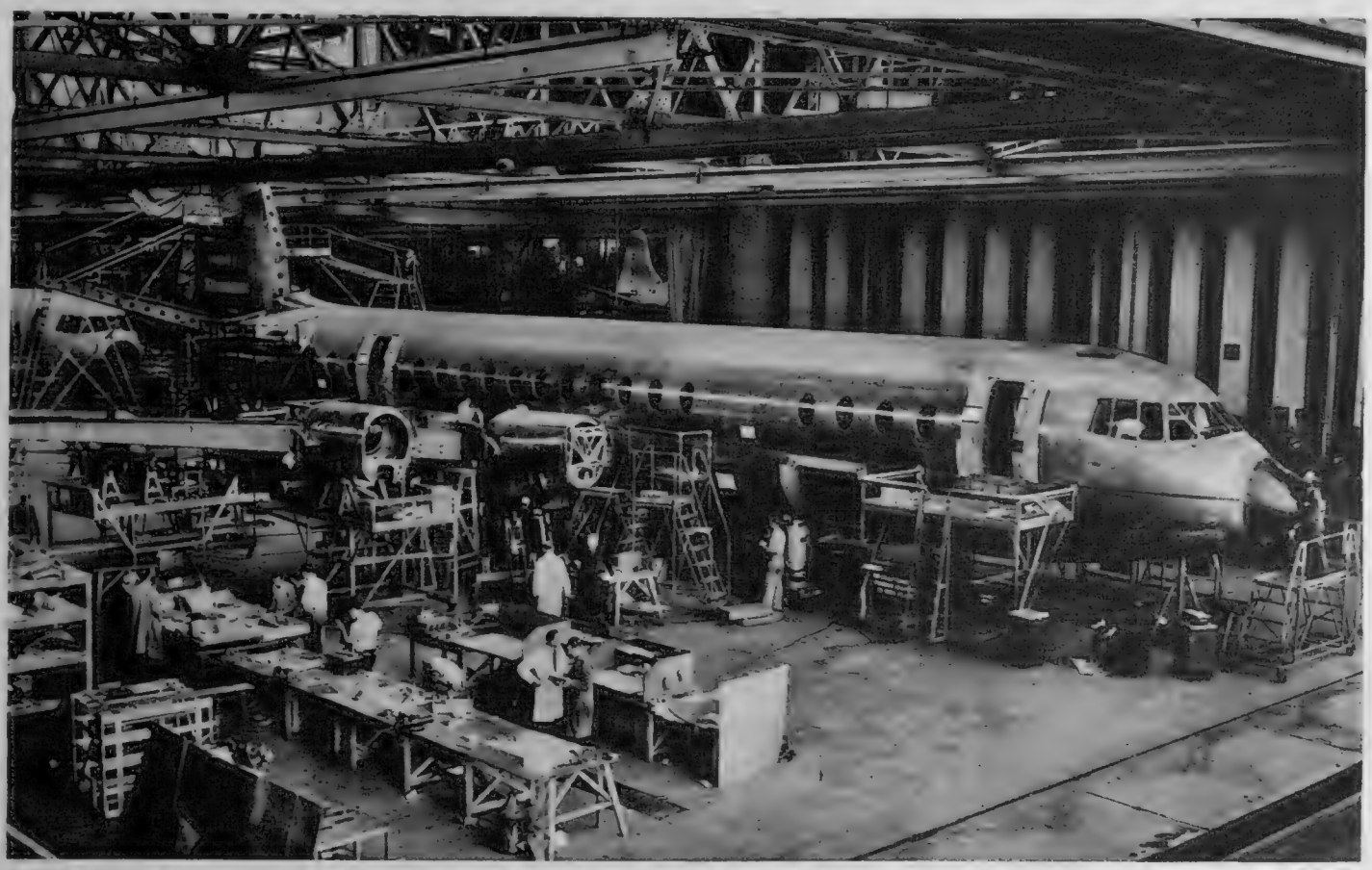
CONCENTRATION IN THE AIR

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

IN the chequered history of relations between industry and the Government in this country, the policy towards aircraft manufacture and operation that can be associated with the name of Mr. Duncan Sandys will no doubt merit a special chapter on its own. Mr. Sandys was not responsible for the original fact of a peculiar relationship between the Government and the aircraft industry. The special capabilities of the aeroplane as a weapon of war ensured that, from the time of the First World War onwards, manufacturers were kept in being between wars and that rapid imperial communications were developed by Government nurture of the air transport business. But the problem of survival that Mr. Sandys set the aircraft industry some four years ago, and the metamorphosis that he has recently dictated with the intention of helping it survive, are policies almost all his own.

It was perhaps inevitable if ironic that Mr. Sandys should have been given the job, after last year's election, of deciding how much the Government should help this industry. Mr. Macmillan, who preceded him some years before as Minister of Defence, is sometimes credited with the basic decision that major cuts had to be brought about in Britain's defence bill. But the decision to switch from manned aircraft to missiles, some years ahead of defence ministries abroad, was Mr. Sandys', as was the cold-blooded acceptance of the fact that this would probably, over a period of years, reduce activity and employment in the then prosperous aircraft business by about half. That reduction has in practice taken a long time to work through. There are still about 235,000 people working in this industry against a peak of about 270,000 in 1957. Before the full effects began to be felt, Mr. Sandys became concerned even more directly with what kind of an aircraft industry Britain needs for the future.

The support that the Government was prepared to offer to this industry, whose defence business it had begun to slash so drastically, did not, in his view, imply rebuilding it to its former size, or even avoiding further shrinkage. What it required, as a precondition of assistance in development, was in the view of Mr. Sandys further concentration. To achieve this he applied all the powers of persuasion that a Minister possesses. British Governments' methods of achieving in business arrangements which they have no definite powers to order have in the past been christened "ear-stroking"; in this case Mr. Sandys' more forceful influence might be called ear-twisting.



A NEW MEDIUM-RANGE AIRLINER: A Vickers Vanguard is being built on the assembly line at the aviation works at Weybridge, Surrey, of Vickers-Armstrongs (Aircraft) Ltd. The new British aircraft is designed to offer fast and economic operation on all airline routes of up to 2,600 miles. Powered by four Rolls-Royce Tyne turbo-props, the 'plane will carry more than 120 passengers at cruising speeds of up to 435 m.p.h.

What it achieved—before Mr. Sandys went on record with any statement of Government policy—was the concentration of the British aircraft industry into five relatively big groups, outside which few significant companies of any kind now exist. The nature of the grouping differs. The £100 companies that have been formed jointly by Vickers-Armstrongs, English Electric and Bristol, for example, symbolise a perhaps less tight form of working arrangement than the full mergers by which Hawker Siddeley has taken over de Havilland, Folland Aircraft and Blackburn, and Westland has taken over the helicopter interests of Bristol and of Fairey. Rolls-Royce needed no links with anyone to make it the most powerful single group in the aero-engine business. There is one major alternative supplier, the Bristol-Siddeley aero-engine company formed at the beginning of 1959, to which de Havilland's aero-engine interests have been added by the Hawker-Siddeley take-over. These are the major groups. Outside them are Short Brothers and Harland (in which the Government is a majority shareholder) and Handley Page.

Consolidation on some such lines as these is what the Government believes that the British aircraft industry needs, in order to compete with the American industry, in which the major manufacturing companies are considerably larger. It will not mean a larger industry. The Ministry of Aviation is still talking about reductions in size, to a labour force of about 150,000. But it should mean the basis of a stronger one and, that having been achieved, the Government have outlined what it was on its part prepared to do to help. Broadly, it is prepared to provide half the money required to develop new aircraft and aero-engines, and through Farnborough it will, of course, go on paying for the basic research on which forward development in the aircraft industry depends.

The degree and nature of this help—and influence—has not been spelt out too clearly, and may be expected to vary with the nature of the development project selected to receive assistance. The development of engines is a costly business, but Rolls-Royce is commercially and financially more successful than any of the airframe builders, so that engines may not need as much help in the future as they have at times in the past. On the other hand, if the supersonic airliner towards which the Government continues to edge slowly is ever built, the vast majority of the £100,000,000-£200,000,000 involved will clearly have to be public money; no aircraft manufacturing group, nor even the whole industry put together, could hope to finance a development of this magnitude.

The more practical and immediate prospect, however, is the development of more workaday civil aircraft—jets, inevitably, given the fashionable taste of the air traveller and of the airlines competing for his custom, but operating just below the speed of sound rather than above it. This replacement of piston and soon of turbo-prop aircraft by the pure jet offers a huge market for the airframe and aero-engine manufacturers. A large part of the orders in question have already been placed, and the American makers already have the lion's share. But in certain parts of the aircraft range, there are still gaps in the series that the American makers have to offer; and in some of these, such as the short-and medium-range jet aircraft, British designs appear to be ahead.

It is inevitable that the British aircraft manufacturers, who need to sell, say, fifty to eighty of an aircraft type to make its design and development worthwhile, should look to the British airlines to provide the basic orders upon which they can build up export business—and indeed to provide the commercial "proving" which they feel military transport services in the United States offer every new American airliner. Within the commercial limits of their own operations, the nationalised airlines and the few independent companies whose demands are large enough to matter in this respect would be glad to help advance the British machines. But they are also air transport operators competing in a fairly tough market. The two processes do not always conveniently fit together.

One element in Mr. Sandys' new policy towards air transport, as distinct from aircraft manufacture, therefore seems likely to be the provision of further occasional and temporary operating subsidies to major airlines that accept new aircraft for commercial proving of this kind. But his new Civil Aviation (Licensing) Bill means bigger changes than those in the conditions of operation of Britain's airlines. It will abolish the statutory monopoly over major air routes that British Overseas Airways Corporation and British European Airways have possessed up to now and make their services, along with those of independent operators, subject to licensing by a new Air Transport Licensing Board. All airlines will begin with licences over a period of years to cover their existing services, but in the award of new licences to operate there will be the possibility, in theory, at least, of other operators being allowed to compete on the same routes.

So far as air routes inside Britain are concerned, this could mean some quite considerable changes. Though the new licensing board will take into account, in considering an application for a service, the possible commercial damage that competition could do to an airline already serving this route, it need not necessarily turn down the application because of this. Outside Britain, it is not easy to foresee major changes—if only because permission to fly into and out of any country depends upon negotiations between Governments. Mr. Sandys is likely to favour the independent airlines as much as he can—once again with his proviso that these should become substantial groups, such as, for example, the latest merger of Hunting and Airwork—and this may give them a better share of routes at least to the Commonwealth countries. How far "free competition in the air" is to be applied will be seen only in practice. In this side of Mr. Sandys' new aircraft policy, as indeed in the other side, too, there remain large areas of uncertainty which will depend upon "the opinion of the Minister."

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

A GOVERNMENT ORDER FOR AUSTERS

A contract, which with orders already in hand will ensure full employment in their works over the next two years, has been received by Auster Aircraft Limited from the Ministry of Aviation. It is for a number of Auster Air Observation Post Mark 9 aircraft. *Above* is one of the light aircraft already in service. The Auster A.O.P. Mark 9, which has already been proved in the British, South African and Indian Air Forces, is a three-seat aircraft. Its performance includes slow flying, and slow landing and take-off characteristics. Only 80 yards is needed for the plane to become airborne and it can fly at 45 m.p.h. Auster military aircraft have been in service for "spotting" and communications duties for nineteen years. These light aircraft are also supplied for civilian roles to various British and overseas firms. They can be used for club flying, general communications duties and crop spraying and dusting.

TELEVISION FOR AIRCRAFT PARKING

Closed-circuit television is being tested at London Airport in an experiment to see if the control of aircraft parking can be improved. The equipment has been supplied and installed by Marconi's Wireless Telegraph Co. Ltd. The picture *above* shows one of the cameras mounted on a lighting stand at London Airport. Two cameras have been installed, one at each end of the parking area. *Left* are the two monitor screens in the Marshalling Supervisor's control room. Formerly the Marshalling Supervisor relied on radio-telephony for reports of aircraft parking movements, his view of the parking area being restricted to that portion of the airfield lying immediately in front of the control room. The signals of the cameras, which are of the Marconi BD871 type, are fed through control units placed at the bases of the lighting stands on which the cameras are mounted. The equipment has been on test since the end of last summer. During that time it has been exposed to winter weather without suffering any ill-effects. Further tests are now being carried out to determine the most efficient method of using the equipment.

Below—

NIGHT FLYING FROM BATTERSEA HELIPORT

The aerial view shows the approach by night from the south-west to the Battersea Heliport in London, after lighting equipment had been installed. The equipment was supplied by the General Electric Co. Ltd. Developed by Westland Aircraft Ltd. and opened for daylight operations in April last year, the heliport was recently granted a licence for night flying. The lighting consists of medium intensity elevated perimeter lights showing pilots the boundaries of the landing platform, and floodlights on towers to make the platform stand out against its surroundings.

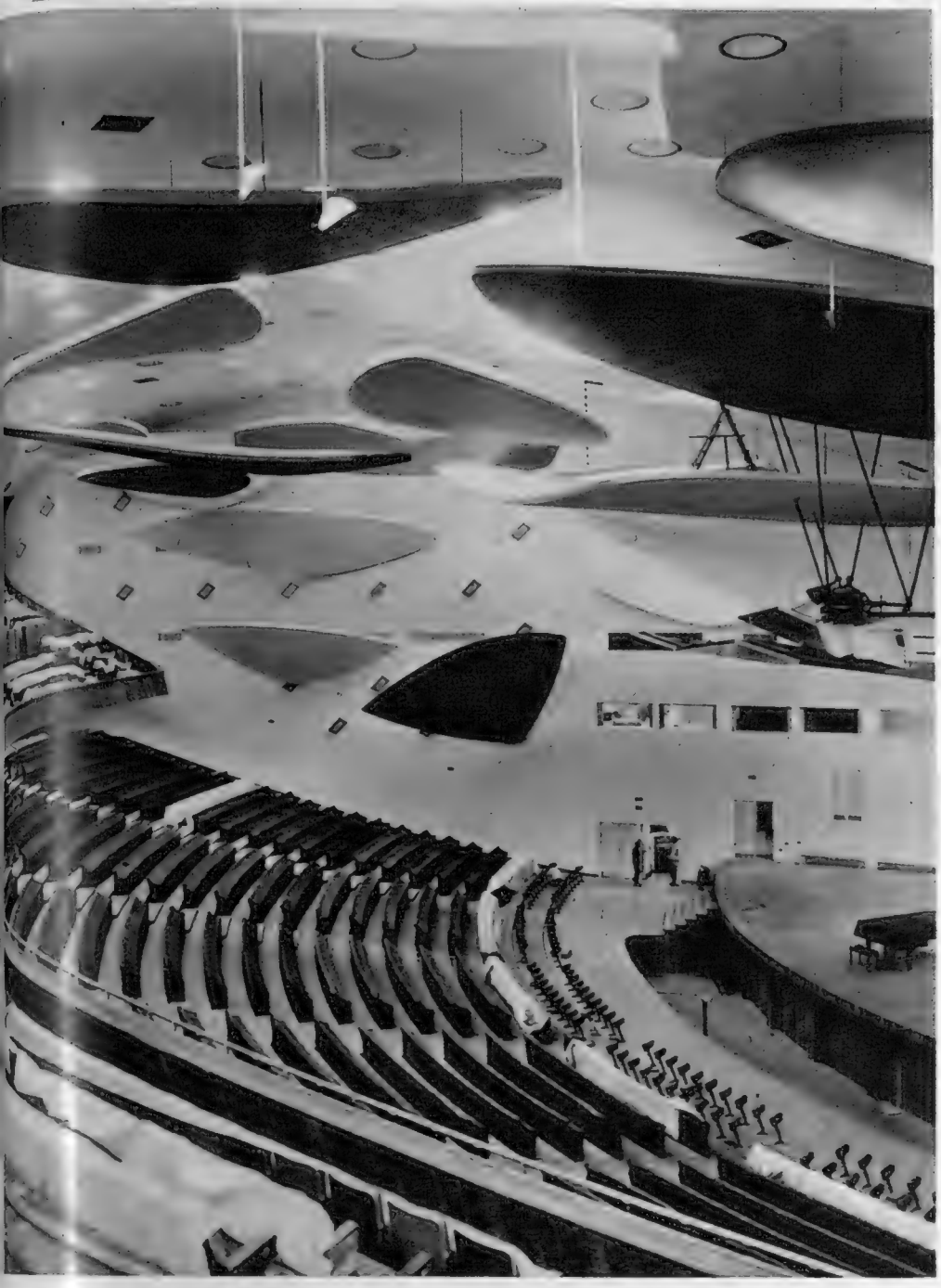
A COMET FOR ARGENTINA

The fourth Comet 4 airliner for Aerolineas Argentinas is on the runway at Hatfield, Hertfordshire, after being handed over by the de Havilland Aircraft Co., Ltd. It is the first of the second series of three ordered by the Argentine airline. The second was scheduled to be delivered some time this week, and the final aircraft of the order is now in an advanced stage of construction. Thrust reversers on the turbines, to reduce the length of runway required, have been fitted to each of the second series of Comets. A £7,000,000 order for the supply of five Comets to Middle East Airlines was expected to be approved by the Treasury this week.

On right—

IN NEW COLOURS

The Bristol Superfreighter is painted in the new livery of Silver City Airways. The whole of the upper fuselage is white, apart from two bands of blue on the tail-fin. Below the white area, a broad blue stripe, which forms a V at the nose of the plane, runs horizontally along the side of the fuselage. The under-belly and the undercarriage legs are of polished aluminium.



LATIN AMERICAN ARCHITECTURE

The high reputation of architecture in Latin America is partly the result of the encouragement and freedom given to architects producing prestige buildings to utilise superb materials and finishes in imaginative and spacious designs. A party of thirty British architects toured Latin America for a month recently under the auspices of the Cement and Concrete Association. Among the buildings which the group saw are those illustrated on this page. *Above, left*, is the imaginative interior of the Great Hall of University City, Caracas, in Venezuela. *Above, right*, is the church of la Milagrosa, in Mexico, designed by Felix Candela, and *below* is a towering block of offices in São Paulo, in Brazil. The party's tour, which covered about 10,000 miles, included visits to three other places in Brazil—Brasília (the new capital), Belo Horizonte, and Rio de Janeiro. Debating this question of cost and lavishness, architects in the group made the suggestion that designers and builders in Britain have become so accustomed to economy that it is now almost a virtue in itself. One of the impressions left by the visit was of the road systems. For instance, in the centre of Caracas, traffic flows under, around and through the tall office blocks, on dual-carriageways and underpasses, with elevated pedestrian pavements and underground parking garages. Two University cities, Mexico City and Caracas, presented an interesting contrast; Mexico with its showpiece buildings and the less dramatic approach of Villanueva's scheme in Caracas. No tour of Latin American architecture these days would be complete without a visit to Brasília, into which the Government will move shortly.

BRITISH EARTH-MOVING EQUIPMENT

The 3,500th Euclid unit of earth-moving equipment, to be produced by the Scottish assembly line of Euclid (G.B.) Limited, was recently delivered by Blackwood Hodge to Shellabear, Price Limited. A TS-24 Twin-Powered Scraper, the unit was destined to join the contractor's other TS-24's on the Grantham By-pass. Now in its twelfth year of production, the Euclid plant is claimed to offer the largest range of earth-moving equipment outside the U.S. The TS-24 has twin engines, one providing power for the 4-wheel tractor section and the other handling the scraper equipment. Although it is a large unit, the scraper has great manœuvrability, making non-stop 180 deg. turns in only 37 ft. The bowl of the unit has a heaped capacity of 32 cubic yards.

COVENTRY'S NEW ART GALLERY AND MUSEUM: Much use has been made of glass in the lower floor of the Herbert Art Gallery and Museum. In the background is the spire of the old cathedral. The new gallery, which was built at a cost of about £475,000 was opened on Wednesday of last week.

A LOAN EXHIBITION OF MASTERPIECES: "The White Church," by Maurice Utrillo, is one of the pictures lent to Coventry for the opening of the new gallery. The painting comes from the Musée Nationale d'Art, Paris

IN THE COVENTRY ART GALLERY: "The Wooden Horse," by John Skeaping, lent by the Tate Gallery, partly obscures a mural depicting the history of Coventry. The mural on the right represents the rebuilding of the city.

MASTERPIECES IN REBUILT COVENTRY

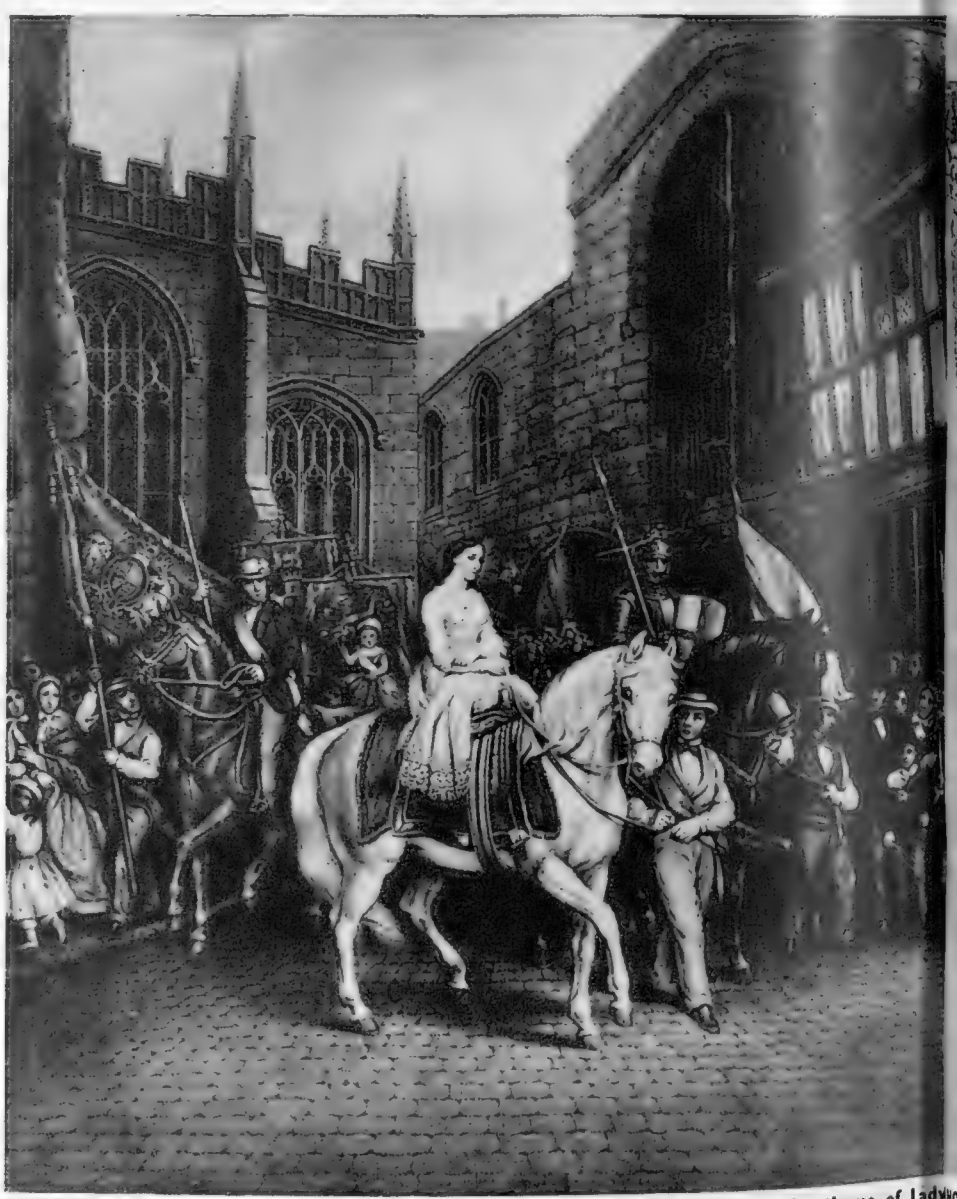
The First Loan Exhibition in the New Herbert Art Gallery and Museum

One of the main purposes of the Herbert Art Gallery and Museum in Coventry will be to foster the work of British artists, especially those living and working locally. According to Mr. John Hewitt, the art director, the city council of Coventry are assuming the responsibility of setting citizens a good example in practical patronage. Accordingly, one of the exhibitions at the opening on Wednesday of last week was of the works of local artists. More than 600 paintings were submitted by 210 painters. Those selected for hanging numbered 120, by about seventy artists. They occupied approximately a fifth of the wall space of the gallery. There is no commercial gallery in Coventry and it is intended that the Herbert Gallery will permanently devote a section to local work on loan or for sale.

Most of the space will, however, be devoted to loan exhibitions. The first of these includes work by Boudin, Cézanne, Corot, Gauguin, Goya, Pissarro, Poussin, Rembrandt, and Utrillo. The paintings, numbering forty-eight, have been borrowed from cities with which Coventry has links of friendship. The Midlands city's association with Warsaw is commemorated by a separate exhibition of fifty years of Polish art.

The art gallery is on the upper floor of the building and occupies five large rooms and one smaller one. There is enough wall space to hold several exhibitions at one time. The ground floor contains the museum and a lecture hall. There are sections devoted to local natural history, archæology and local industries and crafts. Included is a large hall containing old cars and bicycles manufactured in Coventry. There is a large amount of storage space in the basement.

PICTURES FROM VARIOUS COUNTRIES: On the walls of one of the rooms upstairs are pictures lent to the Herbert Art Gallery and Museum by towns overseas. Paintings came from Dublin, Prague, Belgrade, Dresden, Paris, and Toronto.



DEPICTING A FAMOUS COVENTRY STORY: The painting, by David Gee, is on the theme of Lady Godiva's ride through the streets of the city in the eleventh century. The picture, with others on the same subject, is hung on one of the two staircases leading to the art gallery.

ON LOAN FROM BELGRADE: "Place du Théâtre Français," painted by Pissarro in 1898, is one of the forty-eight pictures on loan to the Herbert Art Gallery. Most of the pictures in the international loan exhibition very rarely leave the Galleries lending them, and the gesture of the towns from which they came gives the Midlands a rare chance to see them. One of the paintings from Dresden is a Van Dyck of Thomas Parr, the old man supposed to have been 151 when he died. Another is "Paradise," by Lucas Cranach, the Elder.

ANOTHER PAINTING OF LADY GODIVA: It is one of the seven on the subject in the new art gallery. Coventry has granted the gallery £2,000 per annum for the purchase of works of art. Acquisitions, according to the gallery's policy, will be paintings by living local and British artists.

ONE OF THE PAINTINGS FROM DRESDEN: One of the most important works on loan is "Saskia with a Red Flower," by Rembrandt. Painted on panel, the picture measures 39¼ ins. by 32¼ ins. It is one of several portraits of his wife.

A BENEDICTION FOR VEHICLES

THE ANNUAL BLESSING OF MOTOR VEHICLES IN ROME: Many types of cars and lorries, taxis, buses, vans, coaches, fire-engines and motor-cycles are drawn up on the Colosseum Square, in Rome, to be blessed. The service was conducted by Bishop Luigi Traglia, who is standing behind the sacred banner hanging from the railings above the wall in the centre of the picture. Behind is the church of Santa Francesca Romana, which is built on the remains of a pagan temple in the centre of the ancient Roman forum. Every year on March 9, the Feast day of Santa Francesca Romana, vehicles gather near the church in Rome for the ceremony of the benediction. St. Francesca (1384 to 1440) is the patron saint of motorists.

FLYING "YETI" IN SWITZERLAND

AN AIRCRAFT FOR A HIMALAYAN EXPEDITION: The "Yeti," a Pilatus Porter utility aircraft, flies over the Valais Canton, in Switzerland. In the left background is the Dent du Midi. The aircraft is fitted with skis alongside its fixed landing wheels to practise landings and take-offs on the glaciers of the Swiss Alps. The Pilatus aircraft company, the Swiss manufacturers of the aircraft, have specially adapted it for the forthcoming Swiss expedition to Dhaulagiri, in the Himalayas. Capable of carrying loads of up to 1,100 lb., the aircraft can be easily converted from a pure freighter to a five-passenger transport. The Pilatus Porter has a cruising speed of 124 m.p.h., and a landing speed of 43.5 m.p.h.

AT THE CAFE MOMUS: Sitting at the table in this scene from *La Bohème* are, from the left: Marcello (John Shaw); Rodolfo (Jussi Björling); Mimi (Rosanna Carteri); Schaunard (Geraint Evans) and Colline (Joseph Rouleau). Puccini's opera, sung in Italian, was brought into the programme of the Royal Opera House last week for four performances. The last of them was given on Friday, March 18.

On right—

CHRISTMAS EVE: Rodolfo sings to Mimi, and his Bohemian friends support each other in the café where they are celebrating Christmas Eve in the Paris of the 1830's. The conductor for *La Bohème* at the Royal Opera House last week was Edward Downes.

"BOHEME" IN LONDON

Puccini's Opera at Covent Garden

London's Royal Opera House last week welcomed the return of a world-famous tenor and the debut of an Italian soprano. In *La Bohème*, Jussi Björling, from Sweden, sang Rodolfo. He had not been seen at Covent Garden since 1939. Rosanna Carteri gave Mimi. She was heard at Edinburgh three years ago with the Piccolo Scala company of Milan, but it was her first appearance at Covent Garden.

Puccini's opera about the four struggling artists living in a garret in Paris and their girl friends was first presented to the public in Turin in 1896. The conductor was a young man of twenty-eight who had already begun to establish his reputation. His name was Arturo Toscanini. Critics were not by any means unanimous about *La Bohème*. However, those who approved have been amply justified in the ensuing years. Some of the arias, such as "Your Tiny Hand is Frozen," may have become hackneyed. But they are still great music.

A French autobiographical novel entitled *Scenes from the Bohemian Life*, by Henri Murger, is generally regarded as the source of the libretto. Murger can be identified as Rodolfo the poet living in the Parisian attic. Further historical researches have indicated that Mimi was also based upon fact. Her name was Lucile. She died in a hospital, not in Rodolfo-Murger's arms, and her body was later dissected by medical students.

Below—

"YOUR TINY HAND IS FROZEN": Rodolfo and Mimi sing one of the most famous of operatic arias. Jussi Björling, in the role of the poet, appeared at Covent Garden last week for the first time for thirty-one years. The Italian soprano, Rosanna Carteri, was making her debut in London.

THE YOUNG ARTISTS AND THEIR GIRL FRIENDS: Musetta (Marie Collier) stands and sings behind the painter Marcello. Then from the left are Rodolfo, the poet; Mimi; Schaunard, the musician, and Colline, the philosopher. At this point in the opera Mimi is already seriously ill with tuberculosis.

The World of Books

THE NANNIES OF YESTERYEAR

A Delightful History of Nannies in England; Cosmopolitan Autobiography; Boyhood in India; Recent Political Events in Tibet and Cyprus; "Amore" in Rome; and This Week's Fiction

PEOPLE who were brought up by nannies, people whose children were brought up by them or currently are being, and all those enquirers into esoteric lore, as it obtains in England, will doubtless want to read Mrs. Mary Ann Gibbs' highly informative and perfectly delicious book, THE YEARS OF THE NANNIES (Hutchinson. 21s.). For nannies, it appears, have been going on for a very long time, far longer than I, for one, had supposed. James I had one for Charles I, or, at least, the 1600 equivalent, which meant that she was a lady of rank and a guardian of the princeling as well as a nurse. Through the sixteenth, seventeenth and eighteenth centuries there were also "maydes" who undertook the care of children in a household, with little or no training, and the nannie proper did not emerge in all her dignity and authority until late Victorian times. She flourished most successfully in Edwardian days and is only now beginning to be a *rara avis*.

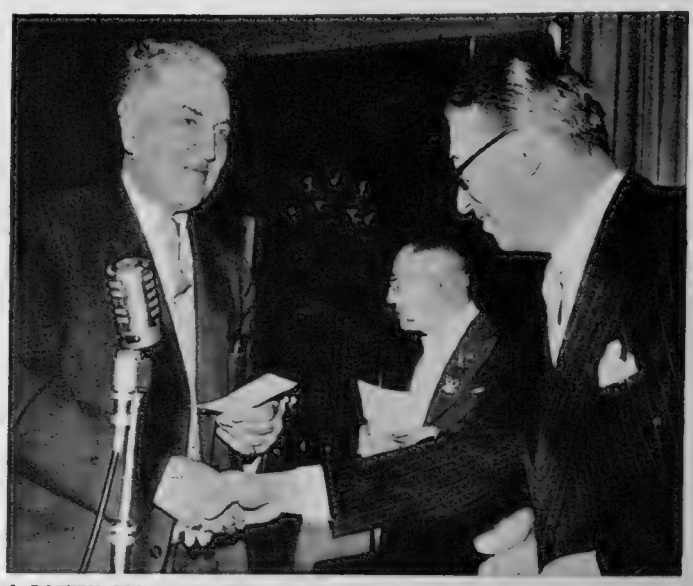
Nowadays nannies exist, of course. How else could the wheels of domestic government turn? But the classic type is gradually vanishing to be replaced by well-trained younger women with certificates and some form of degree. I am quite sure they are excellent, and so is Mrs. Gibbs, but, in writing her book, she has been more concerned with the cosy, older breed of whom she writes with warm affection, nostalgia and a good deal of respect. "Have we gained or lost by the disappearance of the Nanny?" she asks. "Remembering ours, I would say that we had lost something as irreplaceable as the old Empire that died when the Commonwealth was born." And remembering ours, who was to bring up two generations of children, I would agree with every word of that tribute.

Nobody, but *nobody* is like Beatrice Lillie, so I cannot accept any claim that a writer has a personality of the same kind. Short of that, I will happily endorse all the nice things that have been said about the writing (and the personality) of Mrs. Cecile Joynson, the lady who invented an enormously successful kind of paint for using on china and whose second book of autobiography has just been published. IN SEARCH OF HENRY (Hammond. 10s. 6d.) relates Mrs. Joynson's early life before and after the accomplishment of her happy marriage, when her soldier husband was serving in India and when she and her mother visited that country in order to cut short an unsuitable love-affair. Meeting, falling in love with and marrying Henry proved the best of all cures for that particular condition, and the rest of Mrs. Joynson's book is occupied by descriptions of moving house (once to a dungeon in a fort), hot-weather arrangements, servant problems or lack of same, and an eventual move to Italy for a first child to be born. Mrs. Joynson assures us that she was later able to get the baby back into England duty free. A thoroughly good-tempered, amusing book and the mildest and most efficacious of tonics for an attack of the blues.

Mrs. Joynson went back to Europe for the birth of her child, so she missed the experiences which Mrs. Taya Zinkin recounts in her charming book, RISHI (Methuen. 12s. 6d.), which is the story of a boy's childhood in India. Mrs. Zinkin is Indian correspondent for one of our most important daily newspapers and she has learnt the virtues of clarity and compression, but discipline or practice alone could not have given her the ease and grace of her style or the power to convey happiness as a boy of less than ten years old might know it. It is modern India of which Mrs. Zinkin has written; the India where immemorial sights may be seen on one hand while, on the other, an atomic power-station can be sighted.

THE FLIGHT OF THE DALAI LAMA (Hodder and Stoughton. 16s.) brings one back to the bitter facts of contemporary politics with jarring completeness. This is Mr. Noel Barber's account of his own journey to Tibet and the facts of the Dalai Lama's escape from Lhasa at the eleventh hour. One of the most able newspapermen in the world and one of the most travelled, Mr. Barber is able to tell the story with a due regard for its tremendous drama. For the most part he has left the facts to speak for themselves. But, in conclusion, he has made some forthright comments on Pandit Nehru and on the Asian brand of Communism, which seem to be increasingly confirmed with the turn of events. This is history as a fine reporter saw it in the making, and this is also, I need hardly add, a valuable document for those whose interest in history is more than ephemeral.

The Tibetan guerrilla fighters are brave men whose sacrifices enabled their god-king to escape through the mountains. In CYPRUS GUERRILLA (Heinemann. 21s.) Mr. Doros Alastos, himself a Cypriot, has written of a very different kind. His book is an account of the Cyprus revolt and it analyses the causes, and documents many of the incidents during the four years of danger and violence before the Zurich Agreements were signed in London just a year ago. The violence here was not overt but lurking in every shadow and behind every door. It was guerrilla fighting in which women, young girls and children were used, and where the British had to be prepared, not for a fight, but for the shot in the back, the murder of their wives or a hundred kinds of deadly trap. The danger was present day after day, but it was endured and the story Mr. Alastos is finally able to tell is an amazing one. He has, naturally, written about Grivas and Archbishop Makarios. His thinking is clear and its expression directed by good sense. *Cyprus Guerrilla* is, in many senses, a summing-up and a brilliant one.



A POETRY PRIZE FOR ROBERT GRAVES: At a Foyle's luncheon at the Dorchester Hotel, in London, Robert Graves (left) shakes hands with Lord Mancroft, who has presented him with the 1959 William Foyle Poetry Prize, a cheque for £250. The poet gained the award for his *Collected Poems* and a translation of the *Iliad*, called *The Anger of Achilles* (reviewed by Vernon Fane last week).

The Battle of Coronel in the South Atlantic produced a resounding victory for Germany in the early months of the First World War and a corresponding cry for revenge from England and, above all, from the Admiralty, where Winston Churchill was then installed as First Lord. This was Britain's first major naval engagement since the days of Nelson and we lost it. Something had to be done and something was. The battle of the Falkland Islands was fought and ended in as great a victory for us as the first battle had been a defeat. Once more England's prestige rose throughout the world and morale at home took a leap upwards. In CORONEL AND FALKLAND (Cassell. 21s.) Mr. Barrie Pitt has written the story of both engagements and has relied on his own admirable research into naval facts and records.

Matters more frivolous are treated of in DEAR FRIENDS AND DARLING ROMANS (Secker and Warburg. 18s.), Miss Mary Chamberlin's book about Rome in particular and Italians in general. The author is an American who once went to Rome for three months and stayed for three years. Before she left, she had turned her penetrating Middle Western gaze on habits, customs, food, drink, animals, transport and, of course, *amore*. Most of us have thought that *amore* took up a great part of a Roman's waking and possibly dreaming hours. Briefly, Miss Chamberlin shows us just how right we have always been. Besides examining the vagaries of these enthusiastic lovers, however, Miss Chamberlin has some trenchant, and very funny words to say about the women in some of these cases. Those histories are well worth the reading. So, I may say, is the whole book for its crisp approach and downright manner.

This week's group of novels opens with E. M. Almedingen's story of Russia in the First World War and the Revolution, THE LITTLE STAIRWAY (Hutchinson. 15s.). This very distinguished writer was born and brought up in Russia, but English has always been her second language and she has both read and studied in it. Having herself lived through the Revolution, she first came to England with no passport but a permit to stay for six weeks. It is to our great advantage that she has, nevertheless, stayed here ever since. Her present story shows her quiet, civilised talent at its best, and she writes of the young Catholic priest who is the central figure with both sympathy and irony.

THE SEVENTH SARACEN (Gollancz. 16s.) is a first novel and an unusual one. Mr. Ben Morreale writes about a young American who has grown up trying to forget his Sicilian background, but comes back to Sicily all the same for a visit and, in spite of an attempt to present himself as a 100 per cent. American, is soon caught up into the close-knit village life which his relations continue to lead. When he leaves he is a changed man and the reader follows his metamorphosis with something very close to fascination. Mr. Morreale writes evocatively about Sicily, its countryside, its people and its priests and makes an unforgettable picture, poignantly presented.

The publishers of THE PROUD EAGLES (Heinemann. 21s.) announce with simple pride that its author knows more about wedgetail eagles than almost anybody else in the world and, having read Mrs. Mary Patchett's simple but attractive tale with pleasure, I am prepared to believe that she does. Mrs. Patchett has written about the Australian bush, where she spent the first twenty years of her life and which is the only home of the birds she describes so vividly, and Mr. Maurice Wilson has drawn so sensitively and strongly. In the main, this is the story of the eagles themselves, but the human element is represented by a boy whose ambition is to raise a baby eaglet

BERNARD BERENSON

A Portrait of the Memorable Connoisseur

Quite the most significant chapter in Sylvia Sprigge's biography of Bernard Berenson, the great connoisseur of Italian Renaissance painting, is that which deals with "The Rewards and the Taint of Connoisseurship." For half a century, among dealers and collectors everywhere, Berenson's word was law, and the vast majority of his attributions were accepted by the great art galleries of the world. This side of his achievements was a source of considerable income to Berenson, and made possible the laying out of his beloved Florentine gardens of 50 acres, the famed I Tatti; but it was a source also of some embarrassment and much unhappiness, for many people held that once he had mounted the bandwaggon of art dealer Joseph Duveen he was not, and never could be, regarded as completely his own master. Berenson was, of course, aware of this "taint," but Sylvia Sprigge, who was often a guest at I Tatti, and came to know this distinguished man extremely well, does not believe that he was capable of giving an authentication of which he was not convinced.

The clash between Duveen and Berenson was abrupt, and one is left with a very powerful impression of Berenson's high integrity. BERENSON (Allen and Unwin. 35s.) takes a broad and detailed view of this great man's career and scholarship. It is a very delightful biography of a many-sided man, who lived a whole life, a life which began so unpromisingly in the Pale of Settlement (that prison house for the Jews created by Tsarist Russia) and ended amid the cypress-wooded hills of Florence where he achieved his success and won enduring fame.

There may never be another lioness quite like Elsa. Those who have already seen in the Sunday Press the story of how Mrs. Joy Adamson and her husband, a Kenya game warden, reared this young lioness and then succeeded in returning her to her natural wild state will delight in reading the full record entitled BORN FREE: A LIONESS OF TWO WORLDS (Collins. 25s.). Mr. and Mrs. Adamson, by the exercise of inexhaustible patience, cultivated so strong a bond of sympathy with the cub that they were able to retain not only her friendship but her affectionate devotion when, long after reaching maturity, she became a full-grown lioness. Despite manifestations of her latent savagery Elsa never lost that perfect trust and confidence in her human parents whom she regarded with a devotion she would never have accorded her own kind. This is a factual and vivid portrayal of a strange and wonderful relationship, and the most satisfying part of the whole story is that Elsa has now at long last found a mate and is truly a creature of the wild. This is a book to keep and to treasure, and its photographs in colour and monochrome give credibility to a tale which one might otherwise label in the best tradition of animal writer's fiction. The authors' postscript reveals that Elsa is now a mother.

The Kara Sea lies at the northern end of the Urals at the boundary between European Russia and Siberia. Just before the First World War the Siberian Company was formed in order to exploit the Kara Sea Route, and a leading light in this was Jonas Lied. In SIBERIAN ARCTIC (Methuen. 30s.) he tells the story of the exploration and development of this far northern route, a task in which Nansen, a personal friend of the author, participated in large measure. It is a fascinating record, and Mr. Lied has the advantage of having in his personal

PHILIP KERR

REAT deference was paid in my youth to Milner's young men, the "Kindergarten." At Hatfield or den, they sat in conclave with despatch-boxes, and and hostesses hung on their words. All of them eded in life. Philip Kerr was pre-eminent among for elusive charm. He, like Edward Wood, was lahad; each was deeply religious in his own form ligion. They invite comparisons. Each was hood-ed by Hitler. Each has been called our best ican Ambassador. Both, I suppose, lived to see of what they believed in and fought for vanish In youth they differed in character. There was more philosophic doubt about Kerr. There were when he contemplated a religious vocation. er's more robust young men set him on a more public e. In the first years of transition in South Africa, orked with Brand and revealed high qualities, gh his hopes of harmony were pitched too high. He ned home to edit the new *Round Table*, which took its wing all Commonwealth and then existing national problems. Then, when the First World came, he hitched his wagon to Lloyd George's star himself became a minor star. He took part in the Peace Conference. He toured the globe, exploring es with the men of the hour, Gandhi, Stalin, ; and he issued his reports in the proper quarters. 30 he had succeeded to the ancient title of Lothian, acreage and several famous houses which taxation elled him to dispose of for more public use. He knew America well, and when World War II in-bly came, he was sent as Ambassador to Washing-He had filled out. A calm solidity had replaced eness. The charm remained. Americans admired for the same reason that they admired Halifax. were typical "great English gentlemen."

R. M. Butler in his LORD LOTHIAN (Macmillan. has given us an interesting study of Kerr's character career and has not too forcibly directed his jury aders on a verdict. Perhaps the fearful times gh which they lived and served were not the most urable for great English gentlemen to reap solid and per harvests. They recognised what is cricket better what is crooked, and, as with most contemporary e men, events moved too quickly for their minds apt themselves to a world turned upside down.

John Gore

(*Continued from previous page*)

to train it to hunt from his wrist like a falcon. This hieves, and bird and boy grow into a wonderful and ge relationship. I found this a haunting book and llously authentic.

THE LAST SPIN (Constable. 13s. 6d.) is a collec-of fifteen short stories by Mr. Evan Hunter, the d American writer who gave us *The Blackboard* on the subject of juvenile delinquency. The nt stories also treat of that problem and others deal dope addicts, girls in trouble and Russian roulette, ich one bullet is put into a revolver, the barrel d round and the trigger pulled as the gun rests st the player's head. If he 's lucky, the gun fires n empty cylinder. All the stories have an inherent ness as you would imagine, but Mr. Hunter nly knows how to get his effects.

Vernon Fane

ssion all the records of the company (a full half ton hem). They have given him inside knowledge of rs which had previously baffled him in regard to company's affairs, and, amusingly enough, they have afforded him the pleasure of reading confidential isms of his own activities. This he clearly relished.

SMALL BOAT TO THE SKAGERRAK (Mac-an. 25s.) is Roger Pilkington's latest account of rely cruising in European waters. From Holland, ugh Germany and Denmark, to the Swedish and wegian shores of the Skagerrak *Commodore* makes way, and it is only very occasionally that she seems ut in at well-known places, such as Hamlet's castle Elsinore. This is a very happy sequel to Mr. ington's earlier books on cruising in Belgium and land, and, as ever, his interest in history, topography folklore make his travelogue additionally diverting.

THE HOUSE ON THE SHORE (Routledge and an Paul. 28s.) is Eric Ennion's account of Monk's se Bird Observatory. Mr. Ennion tells how this d-watcher's paradise came to be established, why ally people go there and what they do. The author's tation as a naturalist is enhanced by this volume.

Finally, here are two books for the keen gardener. n Bloom's PERENNIALS FOR TROUBLE-FREE RDENING (Faber and Faber. 21s.) will appeal to gardeners who want to obtain the maximum return the minimum labour. He argues that hardy nnials can be the best of all investments.
F. C. Stern's A CHALK GARDEN (Nelson. 30s.) uite an adventure story, showing an enchanting en being created from a barren chalk-pit. It will een that an almost bewildering number of plants be grown on chalk.

R.C.E.

"A MAJORITY OF ONE"

The new play at the Phœnix Theatre, in London, stars the famous American actress, Molly Picon, as Mrs. Jacoby, a gentle Jewish widow from Brooklyn, and Robert Morley as a Japanese millionaire. Written by Leonard Spigelgass, *A Majority of One* tells the story of how Mrs. Jacoby is persuaded by her son-in-law, Jerome Black (Edward de Souza), and her daughter Alice (Irene Hamilton) to join them on a voyage to Japan. Mrs. Jacoby is unwilling, since her son was killed by the Japanese in the war. She is persuaded, however, and encounters Koichi Asano, a Japanese millionaire, whose daughter was killed at Hiroshima. Despite these tragedies it soon becomes clear that they have much in common. And the play develops into a charming autumnal romance.

On left—

ON THE WAY TO JAPAN: In a scene from *A Majority of One* at the Phœnix Theatre, in London, Mrs. Jacoby (Molly Picon) takes the temperature of Koichi Asano (Robert Morley), who has caught cold on board the liner.

A WELCOME IN TOKYO: Mrs. Jacoby sits by Mr. Asano (centre) as they are entertained by members of Mr. Asano's household. From left to right are Arnold Lee as the houseboy; Chin Yu as Mrs. Ayako Asano; Judy Yeap as Noketi; Molly Picon; Robert Morley; Joyce Wong Chong, playing a samisen; and Eve Short, playing a koto. Mrs. Jacoby has been soaked in the rain as she tried to find Mr. Asano's home in Tokyo, and is wearing a kimono while her clothes are dried.

On left—

JAPANESE HOSPITALITY: Mrs. Ayako Asano, Mr. Asano's daughter-in-law, gestures to Mrs. Jacoby and Mr. Asano. Mrs. Jacoby is offered saki after she has changed her wet clothes. Directed by Wendy Toye, *A Majority of One*, written by Leonard Spigelgass, opened in London last week.

THE PLANS OF THE "BIG FIVE"

The British Motor Industry's Confidence in the Future; The Manufacturers of Component Parts; A New Convertible Model; Re-styling for a Popular Estate Car

By "THE SPHERE" MOTORING CORRESPONDENT

WITH tremendous confidence in the future the British motor industry is embarking on a new expansion programme which will cost the best part of £200,000,000 and increase car production alone by 500,000 units a year. The industry has made such a brilliant recovery from the troubles brought on by the Suez affair and consequent petrol rationing, that it is currently building cars at the record annual rate of 1,500,000 a year. The Big Five—B.M.C., Ford, Vauxhall, Standard-Triumph and Rootes—build over 90 per cent. of all the cars and commercial vehicles turned out in this country, but it is often overlooked that a big contribution to their achievements is made by numerous firms who provide many of the components from which the cars and trucks are built. In the case of some models "bought out," components represent as much as three-quarters of the vehicle's basic price.

In other words, the Big Five are more concerned with the "assembly" of cars than with the manufacture from scratch of the components needed for their construction. We were reminded of this recently when a strike at Hardy, Spicer, of Birmingham, who make 95 per cent. of all the propeller shafts used by the British motor industry, threatened to bring many of the country's leading vehicle plants to a halt. Other component firms on whom the car factories lean heavily include Dunlop (tyres); Automative Products (clutches and brakes); Lucas (electrical supplies); Smiths (instruments and heaters); Wilmot, Breeden (door locks, window-winding mechanism and bumpers); Triplex (window glass); Ferodo (brake linings); Rubery, Owen (chassis components); and Girling (brakes). Spare a thought for the men who run these concerns and for the people who work for them when next you are praising the achievements of the motor industry or contemplating some of their difficulties, including strikes.

The new expansion programmes announced by B.M.C., Ford, Vauxhall and the others will also mean a lot of extra production for the component firms, many of whom will themselves have to expand and take on extra labour. With the Merseyside area assuming such an important new place in the growing motor industry, it is not improbable that some of the component firms may find it desirable to set up new factories on Merseyside to feed the new assembly plants.

The expansion picture as it appears to-day is roughly as follows: B.M.C. are spending £49,000,000 and are erecting new factories in Scotland, South Wales and on Merseyside. Scotland will become their main centre for heavy commercial vehicle production, and their cars will continue to be built in the Midlands, mainly at Birmingham, Cowley and Abingdon. Ford have a £50,000,000 scheme under way, and half of this sum will be spent on a new car assembly plant at Halewood, near Liverpool, with an eventual annual capacity of 200,000 units a year and employment for at least 8,000 people.

Vauxhall Motors have announced a £60,000,000 development scheme, the main feature of which will be a new plant at Ellesmere Port, on Merseyside, for the manufacture of trucks and vans. These commercial vehicles are currently made at Dunstable and Luton, but eventually their construction will be transferred to Ellesmere Port entirely, leaving the whole production facilities of Vauxhalls' Bedfordshire factories for passenger car manufacture. The Standard-Triumph organisation is spending £18,000,000 on expansion, including £11,000,000 for a new body-building plant at Speke, Lancashire, close to the projected new Ford factory. The Rootes Group is expanding to Linwood, near Paisley, in Scotland, where it is expected it will spend at least £10,000,000 on a car factory, though details of its plans were still awaited at the time of writing.

In planning their various development schemes the industry bosses must have been heartened by their success in January, when car production and exports set up new records. In achieving an average weekly output of 29,566 cars—close on 6,000 every working day—they went well beyond the weekly average for 1959: 22,883 cars. This 1959 output rate resulted in a total production for the year of 1,189,970 cars—an increase of 15 per cent. over 1958. The industry has not looked back since it weathered the fuel rationing troubles in 1956 and 1957, and it is basing its expansion plans on an estimated increase in demand of between 25 per cent. and 30 per cent. over the next three years.

THE RE-STYLED HILLMAN HUSKY: The rear view of the 1960 version of the estate car shows the new roof panel, which has been specially ribbed for maximum rigidity, better weather protection and to reduce noise.

A NEW VERSION OF THE TRIUMPH HERALD: The bodywork of the Convertible is similar to that of the saloon and coupé models. It was first shown at the Geneva Motor Show.

A NEW FRONT: The radiator grille of the Hillman Husky has been re-styled and the headlamps now have chromium cowls. Another modification is a wider and deeper windscreen, giving much-improved vision.

It is not without hope of improving its position, even in such a tough export market as Switzerland, and there were signs at the Geneva Show of a new aggressive sales spirit among Britain's car export chiefs. I now have before me figures which show how the leading car manufacturing countries fared in the open Swiss market last year. Britain had to be content with fourth place, as is clear from the following table of comparative car sales:

Country	1959	1958	*Difference*
West Germany ..	36,235	32,572	+3,663
France	16,074	10,643	+5,431
Italy	6,668	5,173	+1,495
Great Britain ..	5,895	4,866	+1,029

The greatly improved position of France in the Swiss market is mostly due to the growing popularity of the rear-engined Renault Dauphine, one of which is built every fourteen seconds of the working day. It was announced on the eve of the Geneva Motor Show that the output of Dauphines is now 2,000 a day and that since production of this car began exactly four years ago more than 1,000,000 have been built. This is claimed to be the first time any European manufacturer has built 1,000,000 cars of the same type in less than four years. The Dauphine is the top-selling imported car in both Britain and the U.S., and of the 1,357 Dauphines exported daily, 485 go to the U.S., 200 to Britain and 190 to Germany.

One firm which hopes to play a big part in improving Britain's export position in Switzerland this year is the Standard-Triumph organisation, which has started an intensive sales drive there and which chose the Geneva Show for the announcement of a new version of the Triumph Herald: a neat convertible model which costs £766 (£540 basic, plus £226 tax). This is £35 more than the Herald coupé and £64 more than the standard single-carburettor saloon.

The convertible Herald has the same twin-carburettor 948-c.c. engine as the coupé. It develops just over 50 b.h.p. at 6,000 r.p.m. I drove to Geneva in one of these new cars and can say without hesitation that it offers an exhilarating brand of motoring. With the hood down, the Herald is even more exciting to drive than the versions we have known hitherto; its outstanding design features—including the independent rear springing, road-holding, steering and delightful gear-box—seem somehow to be even more attractive. The vynide hood is of pleasing shape and affords useful headroom for back-seat passengers. It is secured in the closed position by two simple-locking clips operating on the top of the screen. When these are undone, the hood and its strongly braced frame fold back out of sight in a storage compartment behind the rear seat. A neat cover is secured by press studs. The hood can be put up in thirty seconds without driver or passengers getting out of the car, and it can be let down and stowed away in just over a minute. A tonneau cover is an optional extra.

On right—
TESTING HEADLIGHTS: The Lucas beamsetter is being used to check one of the headlights of a car for alignment and illumination. A series of tests have recently been carried out by Joseph Lucas Limited in conjunction with the police. In one test of 102 cars checked, 21 were correct. 51 of the headlights had beams that were too high; 40 too low; 26 offset; and 23 gave poor illumination.

Also seen for the first time at the Geneva Show was a greatly improved Hillman Husky estate car. It has a lower, sleeker line, a new radiator grille, a new gear-box with different ratios, and a short, well-positioned change-lever on the floor. Let me remind readers of the main characteristics of this popular, old-established dual-purpose car. It has an overhead-valve engine of 1,390 c.c., compact dimensions and room for 300 lb. of luggage, even with four adults on board. The back seat can be easily and quickly folded to afford space for a bulky load of 600 lb., while two people enjoy saloon car comfort in the redesigned front seats. A deeper and wider windscreen on the new Husky gives a 21 per cent. increase in vision, and the back-light has also been enlarged. The basic price has been increased by £10 to £475, and with purchase tax added the total price is £674.

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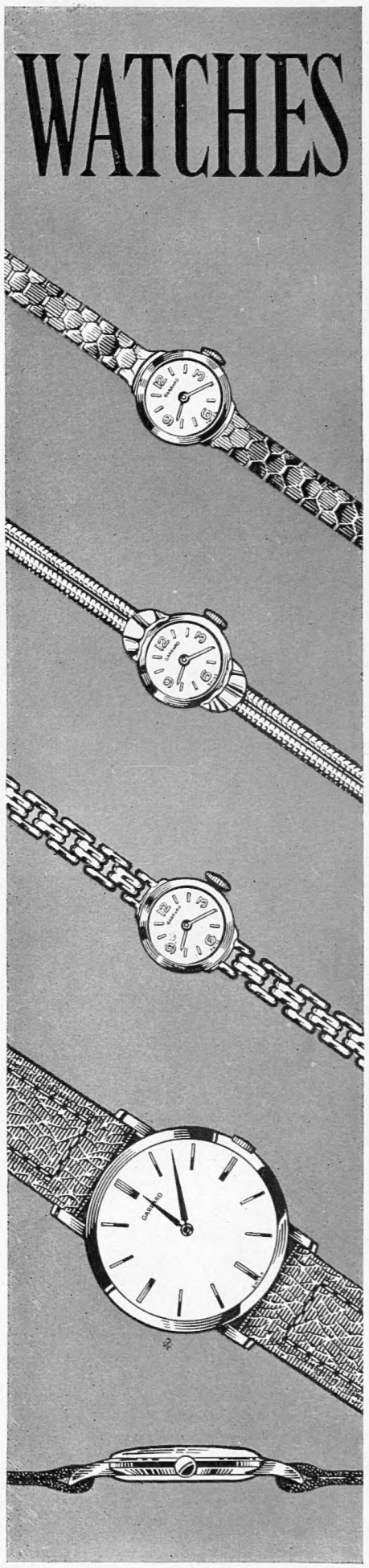

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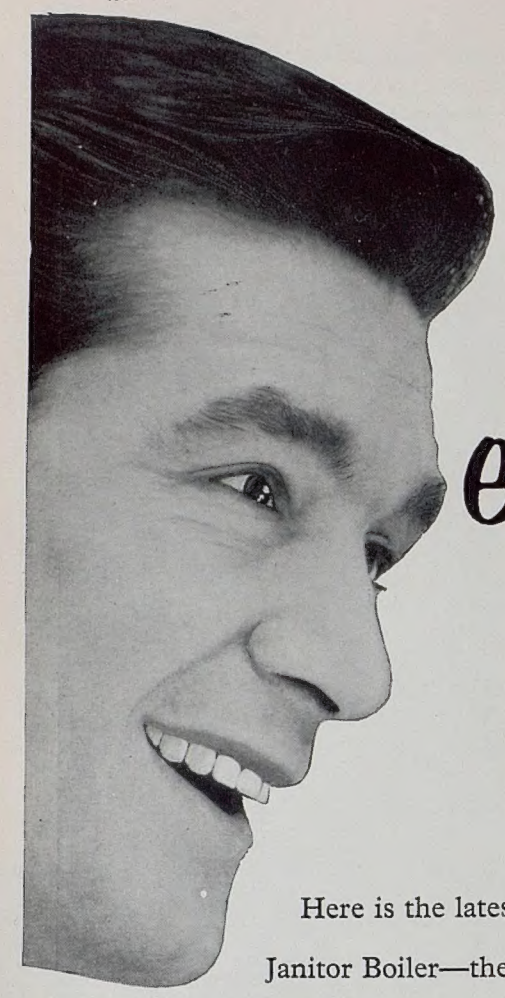

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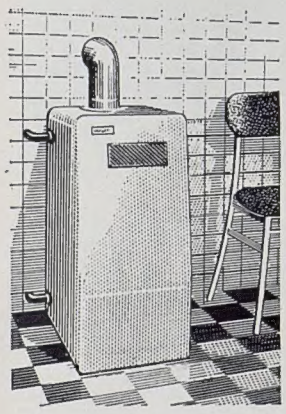

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IN A NEW ART GALLERY

The Centrepiece of the Permanent Art Collection in the Herbert Art Gallery and Museum in Coventry

"THE COVENTRY SCULPTURE": It forms the centrepiece of the permanent art collection at the new Herbert Art Gallery and Museum, Coventry.

The new Herbert Art Gallery and Museum at Coventry was opened on Wednesday of last week by Lady Herbert, the widow of Sir Alfred Herbert, who gave £250,000 towards the cost of the building. It is the first art gallery and museum to be built in this country since the war. On the inauguration day Sir Charles Wheeler opened an international loan exhibition in the Art Gallery. The centrepiece of the permanent art collection, "The Coventry Sculpture," by Peter Peri, symbolises the rebuilding of Coventry. It includes seventy human figures in concrete, representing Industry, Building Workers, Sport and Children Playing. The central column, the mesh and the brackets are in metal. The sculpture, on which the artist spent three months, is the latest example of Mr. Peri's technique. He models directly in concrete, working on the site without a clay model. Mr. Peri is already represented in Coventry by a large mural in this style at St. Michael's Primary School. There are also examples in schools in Leicestershire. One was included in the Festival of Britain in 1951. In London there are three reliefs by the same artist at an L.C.C. housing estate in Lambeth and another decorating a large office block in Savile Row. At the Tate Gallery there is a Peter Peri bronze figure of a horse.

ANOTHER VIEW OF THE CENTREPIECE: The sculpture is by Peter Peri. Illustrating the theme of Coventry and its reconstruction, the composition consists of a series of symbolic human figures posed on a metal mesh and on brackets.

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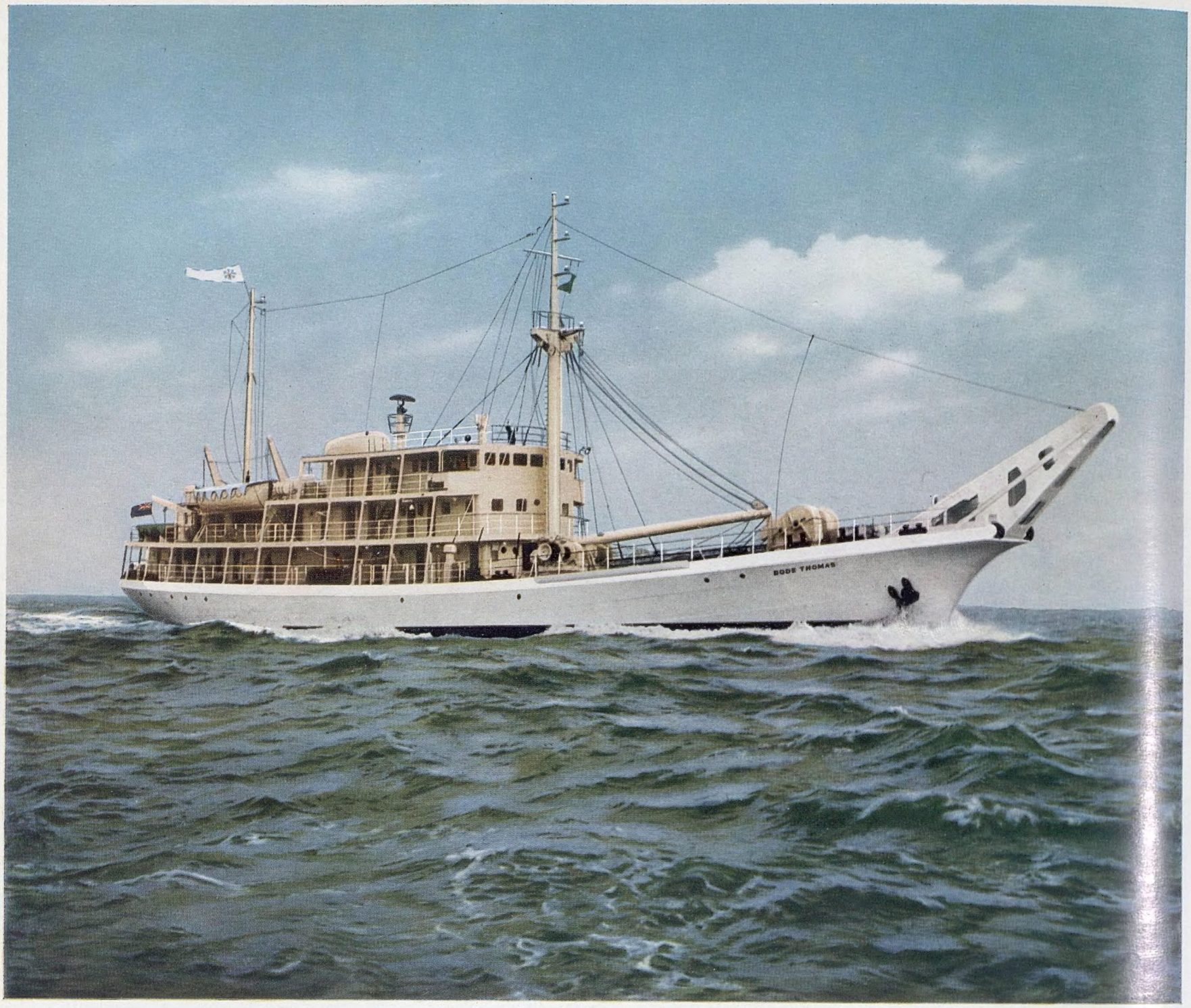

DOWSETT

B/V "Bode Thomas," Buoyage Survey Vessel.
206 ft. 6 ins. overall.
Delivered to Nigerian Ports Authority, February 1960.

"Then home, get her home, where the drunken rollers comb,
And the shouting seas drive by,
And the engines stamp and ring, and the wet bows reel
and swing,
. . . . . ."

("L'envoi," Rudyard Kipling)

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